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Our comprehensive Buyer's Guide, starting on page 117, has all the information you will ever need, to draw up your shortlist.

DEALING WITH DEALERS
Salespeople have been highly trained with one aim: to make money out of you. Our tips on how to win in the showroom, on page 118, let you play the salespeople at their own game.

WE'RE HERE TO HELP
We're here to offer more money-saving advice, tips on getting more from your car. As a member of our Reader Test Team, we also want to hear your experiences.

Welcome to What Car?

THE FIRST THING car buyers do when they want to buy a new car is look around and see what's on offer. The next step, of course, is to look into the future and see what's coming over the horizon. In fact, 'what's coming and when' is the question we are asked most often. This is why the ninth anniversary issue of What Car? is jammed full with new cars. And this time around, we've really gone to town, giving you a list of cars expected here in both the near and distant future. This is so that you can plan your car buying well in advance. Our list of new cars and facelifts, in fact, now has more than 60 cars in it.

What we also have in this issue is a comparison of what is the hottest new SUV around – Hyundai's Creta. We've compared it to the best version of the Renault Duster available and just to give you a perspective on something bigger, we've even brought the all-new Mahindra XUV500 into the picture. Will the Creta be the winner in this test? Turn to page 94 to find out. Also in this issue, a shootout between the new Ford Figo Aspire and its rivals, the Hyundai Xcent and Tata's turbocharged Zest, and the new Honda Jazz petrol takes on the new Hyundai i20. We've even done a special comparison test of India's most fuel-efficient diesel cars. For buyers looking at used cars, we've shown you how to avoid buying a flooded car and we've even started a new series where we show you how easy it is to trade up your car for a much better used one. So, as ever, make sure you buy the best car you can, and happy shopping.

Shapur Kotwal, editor-in-chief
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★★★★★ OUTSTANDING
★★★★○ VERY GOOD
★★★○○ GOOD
★★○○○ REASONABLE
★○○○○ POOR

Why What Car? tests are the best

Honda's peppy new Jazz hatchback takes on the immensely popular Hyundai i20 Pg 82

We've been giving expert, impartial advice for **more than eight years**.

Before we get in a car, we **research the needs** of a typical buyer.

We drive every car over **hundreds of kilometres** on every type of road.

We have our own **equipment** to test, assess and photograph the cars.

Our verdicts are based on **hard data,** not seat-of-the-pants hunches.

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First drive

Mahindra Thar facelift

What is it? An updated version of Mahindra's all-terrain conquering 4X4
Price Rs 8.03 lakh (ex-showroom Mumbai) **On sale** Now

MAHINDRA'S ALL-TERRAIN conquering Thar has just gotten its first facelift since its introduction five years back. As part of the update, it gets a new plastic bumper at the front designed to clear regulations and the flared fenders are now scooped out to accommodate wider off-road tyres. Clear-lens headlamps and a new soft-top with better finish and a forward-slant towards the back, round up the changes on the outside.

Inside, there's a sea change; the new dashboard and the steering wheel along with a lockable glovebox make it a more functional cabin. The seats from the old Scorpio are comfortable to sit in and the backlit instrument panel is easy to read. A demister makes driving in cold weather easier and the steering wheel position is better aligned as well. That said, the driving position is still truck-like, and the raked steering wheel and high-set pedals are uncomfortable on long journeys. However, quality has taken quite a leap ahead and material quality is now up to Xylo or Quanto levels. There are some small bits too, that may go unnoticed like the new wiper linkages ensure the blades don't cut through the rubber beading, putting stress on the motor (a problem on the older model).

Interior gets a big makeover, all-new dashboard is much nicer to use.

Mechanically, the only big change is the addition of a locking differential. There is no major difference in the way it drives, the auto diff-lock kicks in when one of the wheels is stuck or airborne, sending power to the other wheel, pulling the vehicle out of slippery and tough terrain. But, this hadn't really transformed the Thar's off-road capability, only improved it a bit. There are difficult bits too like the five-speed manual gearbox is still not very nice to operate and the small four-wheel drive lever is still placed at the same awkward position.

As a purposeful off-roader, the Thar is very capable at negotiating tough terrain and at the same time, it's equally good on the road. It's not like a practical SUV, far from it, but the recent updates have added to its everyday useability. Priced at Rs 8.03 lakh (ex-showroom Mumbai), the Thar's competitors are the Maruti Gypsy and the Force Gurkha. While the Gypsy is very uncomfortable on the road, the limited availability and after-sales support of Force is not very appealing. So, for users who are looking for a tough 4X4 and are willing to compromise on creature comforts, the Thar should be the one to go for.

SELVIN JOSE

Three-pod dials a nice touch.

Seats from old Scorpio are comfier.

BUYER'S FILE

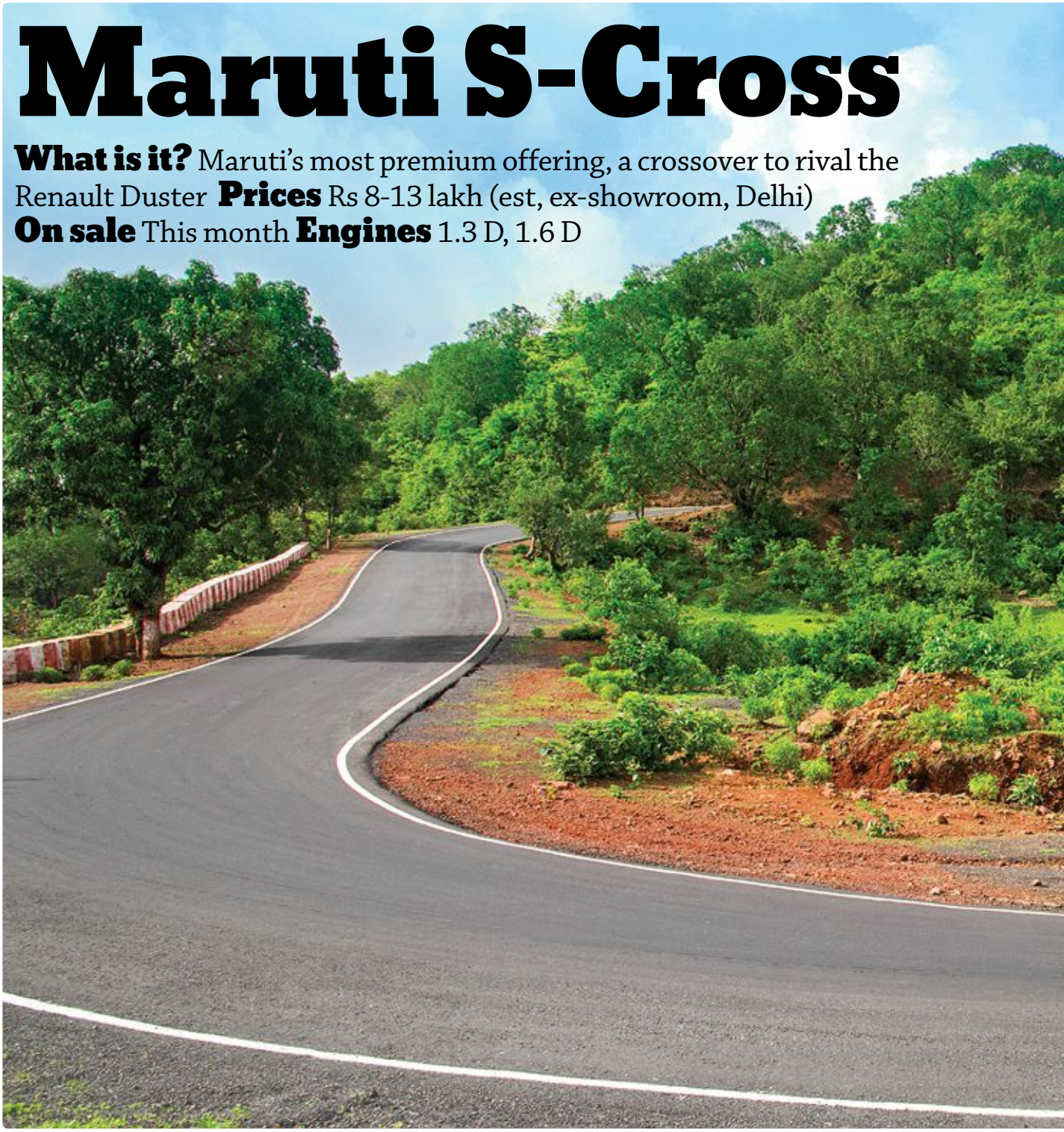
Engine size	**2.5 D**
Price	Rs 8.03 lakh
Power	105bhp at 3800rpm
Torque	25.1kgm at 1800-2000rpm
Gearbox	5-speed manual
Tyres	235/70/R16

*EX-SHOWROOM, DELHI

Photography Vishwajeet Chavan

Maruti S-Cross

What is it? Maruti's most premium offering, a crossover to rival the Renault Duster **Prices** Rs 8-13 lakh (est, ex-showroom, Delhi) **On sale** This month **Engines** 1.3 D, 1.6 D



Photography Ashley Baxter

IN THE CAR world, a 'crossover' is a vehicle that is halfway between a hatchback and a traditional SUV. The new Maruti S-Cross is a crossover too, but unlike other crossovers, it doesn't go out of its way to mimic the appearance of a tough SUV. Instead, it looks like a very large hatchback with a few tough-looking (but mostly ornamental) details attached to it. Much like the Fiat Avventura and Hyundai i20 Active, this car features rails on its roof, black plastic cladding all around, and silver trim at the base of its bumpers, which is meant to look like the 'bash plates' fitted to off-roaders to protect their under-bodies. There are other smart details too, like the large headlamps with high-intensity projector elements and LED daytime-running lights, the big chrome grille and the outside mirrors that sprout out from the doors. Despite all this garnish, however, it's clear that the S-Cross's overall shape is just a little too ordinary compared to

Five key facts

- Its 'crossover' shape is more big hatchback than SUV
- It gets two diesel engine options – 1.3 and 1.6
- There is no petrol, automatic or 4WD option
- All but the base model get two airbags and ABS
- Will be sold only at premium 'Nexa' showrooms

the competition. Additionally, its 180mm of ground clearance is not as high as the others', all of whom sit at least 200mm from the ground.

It's a much better story on the inside, where it's clear that this car was designed for European markets. Except for a few hard plastic parts, the build quality in the cabin is superb. There are rich, soft-feeling plastics all over, the dashboard has a clean and logical layout, and the leather upholstery with contrast stitching on top-spec cars feels really plush. If there is a shortcoming, it is that the all-black colour scheme perhaps looks a bit too dull.

This being Maruti's most premium model, the company hasn't skimped on the equipment, and there's just about everything you need. On this top-spec Alpha variant, there's a big touchscreen unit borrowed from the Ciaz, which incorporates a rear-view camera display, satellite navigation, voice commands, Bluetooth, USB, an SD card

DASHBOARD Best quality in a Maruti yet; nice soft-touch plastic on dash top; black theme a bit dull.

TOUCHSCREEN 7-inch unit houses many functions including sat-nav and parking display; no CD player.

PARTS SHARING Steering wheel and some switches shared with cheaper models like the Swift.

VISIBILITY Good view out thanks to low dashboard, slim pillars and large windows.

BOOT Not as big as rivals, but low and well shaped.

REAR SEAT Ample space and a good view out too.

FRONT SEATS Leather-wrapped seats really comfy.

reader and aux in, but no CD player. You also get auto climate control, cruise control, keyless entry, push-button start, electric folding mirrors, tilt and telescopic steering adjustment, and automatic headlamps and wipers. If there's one thing missing compared to rivals, it's a rear AC vent. The base model gets one airbag, but every other model gets two airbags and ABS as standard. It's also a very practical car, with bottle holders in each door, plenty of cup holders, and various storage spaces around the cabin. The 353-litre boot may not score on outright volume, but it makes up by being well shaped with a flat floor and a low loading height. The back seats also split and fold forward at the touch of a lever.

What will really impress you, however, is the space on the inside, considering that it doesn't look all that large from the outside. The front seats are large and well cushioned, and it's easy to see out thanks to the low dashboard and the wing mirrors being mounted on the doors. The rear seat is even more impressive. There's loads of legroom, enough width for three to sit comfortably in, and big windows give you a feeling of airiness. The headroom isn't class-leading but it's more than adequate for most, and this is partially thanks to the high-mounted seat, which on the flip side, gives you a great view out past the front seats, and makes getting in and out easier.

'It's a crossover, but doesn't mimic the look of an SUV.'

The S-Cross will not be available with a petrol engine, or an automatic, or four-wheel drive for now. You do, however, get a choice of two diesel engines. The first is the same 89bhp 1.3-litre engine from the Ertiga and Ciaz, which comes with a five-speed manual gearbox. We have driven the other option, which is a new 1.6-litre diesel with a six-speed manual gearbox. Its 118bhp power output is decent, but it's the 32.6kgm of torque or pulling power that really sets this motor apart.

The first thing you notice is that it's pretty refined – though not quite as good as Hyundai's 1.6-litre diesel engine from the

Clockwise from below: Headlamps feature projector beams and LED running lights; new 1.6 diesel has a solid 32.6kgm of pulling power; lots of storage spaces in the cabin; blue-ringed dials add some flash to a bland cabin.

Verna. The clutch and gearshift action are both quite smooth and light, and the car will set off from a standstill smoothly. However, you'll soon notice that it feels lazy until the tachometer needle crosses about 1,800rpm. At this point, the turbocharger suddenly does its work, and a huge surge of power comes in. At lower speeds, you'll need to constantly shift gears to drive it smoothly, but once you get the hang of this, there is always plenty of power at your disposal.

In fact, our tests revealed that it does 0-100kph in 11.50 seconds, which is quicker than a Renault Duster. Provided you've made sure you're in the right gear, overtaking is also really easy and unstrained. The car will pull strongly until about 4,600rpm, but at this point, it makes quite a lot of noise. Where the S-Cross feels most at home, however, is out on the highway, where its six-speed gearbox gives it incredible and effortless cruising ability. What this means is that it can do triple-digit speeds without too much strain on the engine, which is good for fuel economy, and there's still enough power in reserve for overtaking. Incidentally, the ARAI-rated fuel economy figure for the 1.6 diesel S-Cross is 22.70kpl, while the 1.3-litre version is rated at 23.65kpl.

The other reason the S-Cross is a good highway car is the superb stability it offers. Its sleek shape means it doesn't get blown around by crosswinds like an SUV would, and its slightly firm suspension means it doesn't bob up and down much at high speeds. At lower speeds too, it's great at cushioning you from smaller bumps that you'll find in the city, but the flip side is that large, sharp bumps make their presence felt. Still, you'll be thankful for the low height, stiff suspension and car-like shape when going around corners, as the S-Cross won't roll around too much. The steering is not perfect, as it does feel a little too numb and loose around the centre position at high speeds.

So while the S-Cross's styling may not impress you at first glance, there is a very capable car underneath. In true Maruti fashion, what it lacks in desirability, it makes up for with more sensible strengths like practicality, space, comfort and driving ease. It's likely to be competitively priced too and then, of course, there's the affordable and hassle-free maintenance that the company always provides. The thing is, this Maruti also happens to be just as well equipped as any rival and the level of quality is right up there with the best too. In short, though this might not be as appealing as a proper SUV, as a premium Maruti car, it works really well.

SHAPUR KOTWAL

BUYER'S FILE

Engine size	**1.3 (D), 1.6 (D)**
Price	Rs 8-13 lakh*
Power	89bhp, 118bhp
Torque	20.4kgm, 32.6kgm
Gearbox	5-speed, 6-speed manual

*EST. EX-SHOWROOM, DELHI

Ford Figo Aspire

What is it? Ford's first compact sedan that's made for India
Prices Rs 5.1-7.9 lakh (est, ex-showroom, Delhi)
On sale This month

WITH THE MARUTI Swift Dzire, Honda Amaze, Hyundai Xcent and Tata Bolt already on offer, you wouldn't call the compact sedan segment in India lacking in choice. But this month on, your compact sedan buying decision is going to get just that little bit more complicated. And that has everything to do with the arrival of the Ford Figo Aspire you see here. The 'Figo' in the name may link it to Ford's hatchback that's been on sale since 2009 but make no mistake, this is an all-new car and one that's been designed, developed and engineered for India. Read on to know if and how well the Figo Aspire meets the requirements of typical compact sedan buyers.

How does it look?

In the eyes of the government, any car less than four metres in length is considered a 'small car' and correspondingly, taxed at a lower rate. While this does help manufacturers price these cars competitively (vis-à-vis larger sedans), the flip side is these compact sedans are designed primarily with legislation and not aesthetics in mind. Fitting a three box (that is bonnet, cabin and boot) shape within such a small footprint has been a challenge for most manufacturers and that's something you see on the Figo Aspire too. The boot section looks small compared to the large cabin and sizeable bonnet. Still the Aspire manages to look attractive. The large front grille, swept back headlamps and smartly defined bumpers lend it an attractive face while there are neat creases on the sides too. The stubby tail isn't very exciting what with those simple tail-lamps. But here too, the chrome band that runs across the boot lid adds some flavour. The boot lid lifts to reveal a 359-litre luggage area. While not the largest or best shaped of boots among compact sedans, it does offer sufficient space for the odd airport run.

What is it like on the inside?

Open the Figo Aspire's doors and your first impression of the cabin will be positive. Ford has made good use of black and beige elements to successfully give it an upmarket look. Those who've been in the Ford Fiesta or EcoSport before will find themselves in familiar surroundings here. Elements such as the chunky steering wheel and gear knob appear to be a straight lift, though the most obvious link is the similar (not identical) dashboard. The familiar, wing-shaped centre console looks interesting as always, but continues to bunch

Five key facts

- Built on same platform as Ford Fiesta and EcoSport
- Has longest wheelbase in class
- Only car in segment to get two airbags as standard
- Available with three engine and gearbox options
- Automatic version features sophisticated dual clutch transmission technology

Photography Ashley Baxter

GJ 01 TCA 938

too many buttons together – the layout can be confusing to navigate on the move. There's no touchscreen system here (as on the Tata Zest and Honda Amaze) but top-spec Aspires do get a screen atop the dash for the infotainment system. While the infotainment system allows easy pairing with mobile phones (including the ability to link with certain apps), the interface looks and feels old-school. Lower-spec Aspires don't get as comprehensive an infotainment system, but do feature a brilliantly thought-out dock (Ford calls it MyFord Dock) atop the centre console to let you make the most of your mobile phone. This rubberised phone/device holder is a great feature for those who rely on their phones for navigation. There's another neat recess for mobile phones below the centre console and in fact, there's ample storage space for the front occupants. The glovebox is of a good size while the large front door pockets can easily hold a bottle each. However, the Figo Aspire's cabin has its weak points too. Plastic quality, for one, is a mixed bag. Bits like the knurled dial for the climate control system look rich, but on the other hand, the hard plastics low down on the dash and the quality of the door pads are average at best. The instrument cluster also looks rather boring.

In terms of comfort though, the Figo Aspire scores remarkably well. Smart packaging means there's more space than there appears to be, while all-round seat comfort is really good, and in fact, the best in class. We did find cushioning on the fabric seats of the lower trim cars to be on the softer side, but the leather upholstered seats of the top-spec Aspires offered excellent comfort. Special mention must be made of the rear seat that features a nicely reclined backrest, offers great thigh support and also comes with a well-positioned centre armrest. There's good legroom too, headroom is sufficient but shoulder room is just about average – three large adults could find fitting in the rear seat a squeeze. Sadly, rear seat occupants don't get much in terms of storage space and have to use the three cupholders aft of the gear lever.

Right: Large front door pockets feature bottleholders too. **Below:** Cupholders for reat seat occupants placed near handbrake.

Above: Mobile dock atop centre console on mid-spec versions is brilliantly executed. **Left:** Top Aspires with six airbags lack roof-mounted grab rails.

'It's good to drive but overall comfort is its forte.'

What is it like to drive?

The Figo Aspire will be sold with three engine and gearbox options. On offer are a 1.2-litre petrol engine with a five-speed manual gearbox, a 1.5 petrol with an automatic and a 1.5 diesel with a five-speed manual. While Ford didn't have the 1.5 petrol for us to sample, we did drive the 1.2 petrol and diesel engine-powered cars. The 1.2 petrol first, whose engine makes 87bhp, a figure which is par for the course for this class of car. Performance is adequate for city use with sufficient responses at part throttle. The gearbox is also nice enough though some might find the clutch a bit on the heavier side. However, press on and you'll realise the engine isn't particularly peppy. It doesn't rev quickly nor is there too much power concentrated at the top-end, something petrol motors are known for. As a result, you'll need to plan overtaking

QUALITY Dual-tone theme in cabin gives it a premium look but plastic quality is inconsistent.

DESIGN Familiar dashboard and steering wheel link Aspire cabin to Ford's Fiesta and EcoSport.

CENTRE CONSOLE Wing-like shape is interesting but buttons seem bunched-up together.

INSTRUMENTS Look ordinary and at odds with the rest of the cabin's modern appearance.

BOOT Spacious enough but loading sill is high.

REAR SEAT Simply offers best-in-class comfort.

FRONT SEAT Is well padded, if a touch soft.

moves out on the highway.

The diesel engine is far more impressive in every sense. It is the same unit that powers the Fiesta and EcoSport too, but it's been updated here. Peak power is now a healthy 99bhp and correspondingly, performance is impressive. Power comes in nice and early with little of that start out hesitation small-capacity turbo diesel engines are notorious for. And there's a good deal of power till about 4,000rpm so, in all, the engine is well suited to both city and highway use. It's not very free-revving but offers enough punch to excite keen drivers. The diesel tends to get noisy when pulled hard past 3,500rpm and this is more noticeable because overall refinement levels on the Aspire are very good.

The suspension works quietly at all times and ride quality, on the whole, is impressive. Potholes and the like are absorbed with ease, but on really bad stretches of road, you will find a certain firmness to the ride. Still, it's never to the point of being uncomfortable. What is a bit of a downer though is that the Figo Aspire is not very exciting around corners. The steering has a degree of looseness to it (more pronounced in the diesel) and when you drive enthusiastically, you'll also note that there's plenty of body roll. True, the Aspire's handling betters most cars in the class but it's not special as Fords go. In typical city driving, the Aspire is easy to drive with good visibility being a helpful plus point.

Should I buy one?

The answer to the above question depends a lot on how Ford prices the Figo Aspire. Ford is widely believed to price the Figo Aspire in line with rivals like the Maruti Swift Dzire. If that happens, the Figo Aspire will be a package that'll be really hard to ignore. And that's down to how well-rounded it is. It not only delivers in traditional requirements of space, comfort and practicality but also offers much in terms of newer concerns such as connectivity and safety; it's the only car in its class to come with two airbags as standard with top-end versions getting as many as six! Sure, it's not as nice to drive as we had expected, and the 1.2 petrol engine version lacks in pep. Still, high mileage users who'd be interested in the diesel version will like their car for the strong performance it offers. In all, the Figo Aspire has lots going for it and is a car that should, at the very least, be on your list of probables in your hunt for the right compact sedan.

NIKHIL BHATIA

BUYER'S FILE

Engine size	**1.2 (P)/1.5 (D)**
Price	Rs 5.1-7.9 lakh*
Power	86bhp at 6300rpm/ 99bhp at 3750rpm
Torque	11.4kgm at 4000rpm/ 21.9kgm at 1750-3000rpm
Gearbox	5-speed manual

*ESTIMATED EX-SHOWROOM, DELHI

First drive

Volvo V40

What is it? Volvo's new hatchback with the familiar face.
Price Rs 24.7- 27.7 lakh (ex-showroom, Delhi) **On sale** Now

ANOTHER MONTH AND we have another new Volvo. This time, it's the sleek V40 hatchback. If it looks familiar, it's because the V40 is also the car that forms the basis for the V40 Cross Country that's been on sale in India since 2013. The rugged crossover design elements are missing here but that only makes the V40 a more direct rival to other luxury hatchbacks such as the Mercedes-Benz A-class and BMW 1-series.

A hatchback it may be, but this is no 'small car'; its 4.4-metre length is comparable to that of many mid-size sedans. There's a certain solidity to the V40, while the manner in which its low-set front-end rises to meet the high-set tail gives it a sporty profile. There are also more than a few interesting styling touches to have you give it a long look. Elements such as the swoopy tail-lamps and the blacked-out portion under the rear windscreen, in particular, are really distinctive. Top-spec R-Design cars (pictured here) get even more flash value courtesy their more defined bumpers, larger 17-inch wheels and silver mirrors.

The V40's cabin is also rather inviting. Although the design is simple, it is well executed with a richness to all surfaces. Of the interesting bits in the cabin is Volvo's trademark 'floating' centre console that positions controls on a slim platform. Unfortunately, the centre console is a mass of buttons and can be confusing to use on the go. The 5-inch screen for the infotainment system also appears small in size and its dial-operated interface does seem old-school today. However, the attractive and fully digital instrument panel that lets you shuffle between three themes for the speedometer and tachometer is very much in keeping with the times. Front occupants will also love their seats for comfort – they really are among the best around. Visibility up front is good. However, at the rear, it is quite poor. Top-spec cars feature a panoramic glass roof but as nice as the feature is, it does bring with it lower roof lining which implies less headroom for rear occupants. The heavily contoured seat also makes this space best suited to two occupants only. Still, legroom is good. The rear seats split and fold flat and help enhance the V40's already large luggage bay.

'V40 scores on style and substance.'

Of course, this being a Volvo, mention must also be made of the safety features onboard. In addition to the front, side and driver's knee airbags, the V40 also features a pedestrian airbag! On impact, this airbag inflates under the bonnet to elevate it and thereby provide an additional level of cushioning

Photography Mohammed Shafiq

DESIGN V40's dash is typical Volvo – simple yet smart.

CENTRE CONSOLE Holds too many buttons, can be confusing.

DIGITAL INSTRUMENTS Look attractive and offer three themes too.

REAR SEATS Legroom is good but headroom can be tight for taller people. Seat contours make it suited for two.

FRONT SEATS Not only look special but offer brilliant support. Driver's seat gets memory function too.

to a pedestrian's body. There's also City Safe 2 that can automatically apply the brakes if it senses an impending collision with another vehicle at speeds of up to 50kph. Technology buffs (or those who need a helping hand while parking) will also be sold on the top-spec V40's 'Park Assist Pilot'. The system is designed to detect a parking and even automatically parallel park the car for you! Of course you'll need the top-spec car for all of this.

Coming to the mechanicals, the V40, at present, is only available with a five-cylinder, 2.0-litre diesel unit. Interestingly, its 148bhp power figure makes it more powerful than the diesel engines offered on the competition. While not the most enthusiastic of engines in the way it builds speed, the V40's motor always comes across as strong with more than sufficient go available at all times. Sure, it can get noisy at times, but for comparison's sake, it's still quieter than the Mercedes A-class' motor. What's more, the V40's six-speed gearbox also complements the engine's characteristics well with timely gearshifts in full auto mode. There are no paddle shifters here but you can take manual control when in the mood for it with the gearbox's tiptronic function.

What's also reassuring is how confident the Volvo feels at speed. There's good grip at all times and an immense feeling of control at the steering wheel. It's not quite as entertaining to drive as a 1-series but few will have reason to complain either. If there's a weakness, it's the V40's ride quality. While the suspension is absorbent, there's an ever-present firmness to the ride. As a result, the V40 can't filter out surface imperfections as well as its rivals can.

But overall, there's really very little to go against the V40. It offers enough by way of style, practicality, luxury and driver appeal to make it a strong all-rounder. Factor in the prices and the V40 looks better still. With prices ranging from Rs 24.7 lakh to Rs 27.7 lakh (ex-showroom, Delhi), the fully-imported V40 is actually cheaper than locally assembled competition from BMW and Mercedes. So, should you be looking at your very first luxury car or perhaps an addition to your luxury car garage, the V40 could just be the car for you.

NIKHIL BHATIA

V40 offers strong performance and confident road manners.

BUYER'S FILE

Engine size	**2.0 (D)**
Price	Rs 24.7- 27.7 lakh*
Power	148bhp at 3500rpm
Torque	35.7kgm at 1500-2750rpm
Gearbox	6-speed automatic

*EX-SHOWROOM, DELHI

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News

New Fortuner ups style quotient

Also gets new diesel engines; India launch later this year or early-2016.

Toyota has taken the wraps off the new Fortuner, which is headed to India towards the end of this year or early 2016. It looks a lot edgier than the current car, has a new chassis and new engines.

One glance and the sharp styling immediately shines through. The sculpted bonnet, Camry-like headlights, lots of chrome and daytime-running lights add a lot of drama to the face. The crease on the sides, blackened pillars, large alloy wheels and the slim tail-lights add to the radical design.

The other big change is under the hood. The new Fortuner gets two new diesel engines – a 148bhp 2.4-litre turbo-diesel, expected to replace the current 2.5-litre diesel unit, and a 175bhp 2.8-litre motor that will replace the current 3.0-litre unit. Transmission choices will include a six-speed manual or a six-speed automatic, depending on the variant. It gets a new chassis which is now lighter and stiffer; the ground clearance is also less than the current car, making it more road-biased. The optional all-wheel-drive system is now part-time and one can switch it on on-the-move.

The cabin is more in line with the Corolla Altis. It looks luxurious and top trims are likely to get kit like seven airbags, touchscreen, leather upholstery, reversing camera, and keyless entry and go.

Since levels of localisation are likely to be high, expect the Fortuner to come with a more competitive price tag as well.

Mahindra's U301 to be badged TUV300

The upcoming Mahindra U301 compact SUV has officially been named TUV300, and will be launched mid-September this year.

Mahindra also announced that a new 'mHawk80' engine will do duty in the TUV300. The engine is similar to the brand's mHawk motor, and is likely to be a 1.5-litre unit. It is built on a new platform, and will measure less than four metres in length. It will be launched only as front-wheel drive, but company insiders said a four-wheel drive version is theoretically possible because the fundamental mechanicals can be tweaked for it.

Sketches show a rugged-looking SUV with an angular form and a tailgate-mounted spare wheel. It is learnt the Mahindra designers turned to battle tanks for the robust design inspiration. Interestingly, Italian design house Pininfarina was also involved in the design and styling process. As for the cabin, although details are sparse, Mahindra is likely to equip the top trims with features like touchscreen infotainment system, climate control and rear parking sensors. Although unconfirmed, Mahindra could offer the option of seven seats on the TUV.

Despite having hints of the Bolero, Mahindra has clarified that the TUV is not a replacement for the Bolero. Rather, the TUV300 will be an addition to Mahindra's line-up of SUVs and will be pitched as a compact SUV for city based customers.

Mahindra will reveal full details of the TUV300 closer to the model's launch in September.

BMW prices reduced

BMW's increased focus on sourcing maximum parts for its cars from the local market, has led to drop in prices for some of its locally-assembled models here in India. The 3-series, 3-series GT, 5-series, X3 and X5 are now less expensive. A slight drop in CBU prices can also be expected.

BMW has also confirmed a few launches for the rest of this year. They include the 1-series facelift, the 3-series facelift, and updated models of the 5-series, 7-series and the X1.

Model	New prices	Old prices
3-series (320d)		
Prestige	Rs 34.90 lakh	Rs 35.90 lakh
Luxury Line	Rs 38.90 lakh	Rs 39.90 lakh
Sport Line	Rs 38.90 lakh	Rs 39.90 lakh
3-series GT (320d)		
Luxury Line	Rs 42.90 lakh	Rs 44.50 lakh
5-series (520d)		
Prestige	Rs 44.90 lakh	Rs 46.90 lakh
Prestige Plus	Rs 47.90 lakh	Rs 49.90 lakh
Luxury Line	Rs 49.90 lakh	Rs 51.90 lakh
5-series (530d)		
M-Sport	Rs 59.90 lakh	Rs 62.90 lakh
X3 (20d)		
Expedition	Rs 46.90 lakh	Rs 47.90 lakh
xLine	Rs 51.90 lakh	Rs 52.90 lakh
X5		
Expedition	Rs 65.90 lakh	Rs 68.90 lakh
Design Pure Exp (5-seat)	Rs 69.90 lakh	Rs 74.50 lakh
Design Pure Exp (7-seat)	Rs 72.90 lakh	Rs 75.90 lakh

(ALL PRICES EX-SHOWROOM, DELHI & MUMBAI)

Hyundai MPV confirmed

Hyundai has confirmed that it is developing a new MPV to rival the likes of the Maruti Ertiga and Honda Mobilio. The carmaker first dropped hints of an MPV at the Auto Expo in 2012, when it revealed the Hexa Space concept. It was then spotted testing on Indian roads sometime early last year.

It will be built on a low-cost version of the Creta platform, and will initially get the 1.4-litre petrol and diesel engines from the Verna, which make 105bhp and 89bhp, respectively. Later on, Hyundai may introduce the 126bhp 1.6-litre diesel and 121bhp 1.6-litre petrol. Hyundai also wants to equip the MPV with an automatic gearbox as soon as possible, to get a first-in-segment advantage.

One can expect it to have a lot of room inside, and also get a flexible interior with sliding seats.

Merc updates the A-class

Mercedes has revealed a facelifted A-class, which will roll into Indian showrooms by the end of this year or in early 2016. It gets slight updates inside and out, some added features and a mildly tweaked engine.

On the outside, it gets a new front bumper, optional LED headlights, restyled tail-lights, integrated exhausts and the Mercedes diamond grille, which is standard across all variants. Most prominent changes on the inside are the new colour schemes and the eight-inch touchscreen on top trims.

The facelift also gets a Dynamic Select System that uses adaptive dampers to allow the driver to adjust the suspension settings. Now, although engines in the overseas model have been tweaked for either more efficiency or slightly more power, the engines in the Indian model will be retained without any change. Mercedes has also replaced the CDI in the badge with a 'd', so it's likely the A200 CDI here may be rebadged as A200d.

Kwid 1.0 in the pipeline

Launch of the Renault Kwid is still a couple of months away, and Renault already has plans to keep it 'fresh' post launch by introducing some update every few months. The carmaker is also readying a more powerful version of the budget model, with a 1.0-litre motor.

The sportier model will come in about six to eight months after the launch of the standard 800cc Kwid. Both models will come with the option of an AMT gearbox, which will be developed indigenously to keep costs in check. The 1.0-litre Kwid will be a direct rival to the Maruti Alto K10 which is also available with an AMT gearbox.

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News

GM India announces model onslaught

GM has announced plans to introduce 10 new Chevrolet models in India in the next five years. The carmaker revealed plans to launch the Trailblazer by October this year and the Spin in early 2017. Chevrolet also has plans to introduce the new Cruze, the Beat hatchback, as well as Beat notchback.

The Trailblazer is a full-fat SUV to take on the likes of the Fortuner and Pajero Sport; it is still not confirmed whether it will replace the Captiva or not. The Spin, on the other hand, is an MPV that'll look to offer better competition to the current crop of MPVs, than the current Enjoy.

GM, which has been struggling to increase its market share here in India, has also announced an investment of $1 billion (Rs 6,418 crore) here. The investment is directed towards increasing production at its Maharashtra plant, but its Gujarat plant will be shut down before the second half of 2016.

On a more negative note, GM India recently had to conduct the largest recall in the Indian market. 1,55,000 units of the Chevy Spark, Beat and Enjoy, manufactured between 2007 and 2014, have been called in to rectify an issue related to the remote locking system.

New Apollo tyre has increased longevity

Apollo Tyres has introduced a high-mileage passenger car tyre called Apollo Amazer 4G Life, and it promises to run up to 1,00,000km and more.

The tyre has a special tread compound and increased protection which makes it extra resistant to cuts and punctures. The company claims that the tyres have been tested on real life road driving conditions extensively. The Amazer 4G is being offered with two years of unconditional warranty and is available in five sizes initially. The tyre is targeted towards hatchbacks, mid-size sedans and MPVs, and will be sold through Apollo outlets and other authorised dealers.

Pioneer introduces CarPlay

Apple has made CarPlay available on a few aftermarket music systems, and one of them is the Pioneer AVIC-F970BT. It is a feature which makes it easy to use the iPhone while driving. All you have to do is connect your iPhone via its lightning cable to the music system's USB and your iPhone screen will show a CarPlay logo followed by the system showing you the CarPlay home screen; it's pretty much a plug and play feature. Do note that iPhone generations before the iPhone 5 do not support CarPlay.

The system gets a 6.2-inch touchscreen, and apart from CarPlay, also has features like Bluetooth, dual USB and MirrorLink. Pioneer retails the system at Rs 39,990.

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Launches

New cars here this month

HYUNDAI CRETA

PRICE: *Rs 8.59 lakh – Rs 13.60 lakh (ex-showroom, Delhi)*

Hyundai's new small SUV is available with a choice of three engines – a 1.6 petrol, a 1.4 diesel and a 1.6 diesel – with a choice of a six-speed manual or automatic gearbox. The car is available in six trim levels – Base, S, S+, SX, SX+ and the top end SX(O). The base variant gets standard features like ABS, rear AC vents, remote locking, a 12V power outlet and an audio system. The top spec car gets additions such as a 7-inch infotainment system, 17-inch diamond cut alloy wheels, leather upholstery, keyless entry and go. The automatic gearbox is offered on the 1.6 diesel in the SX+ trim level.

MAHINDRA SCORPIO AUTOMATIC

PRICE: *S10 2WD – Rs 13.13 lakh (ex-showroom, Delhi), S10 AWD – Rs 14.33 lakh (ex-showroom, Delhi)*

The new Scorpio now gets the addition of a six-speed automatic gearbox to its top S10 trim level. The automatic gearbox is available as a choice on both the rear and all-wheel drive versions.

NEW HONDA JAZZ

PRICE: *Rs 5.31 lakh – Rs 8.59 lakh (ex-showroom, Delhi)*

The new Jazz now gets a 98.6bhp 1.5-litre i-DTEC engine from the Amaze, alongside the 88.7bhp 1.2-litre i-VTEC engine. It also gets a CVT option on the petrol variant. The car is now available in a choice of five trim levels with the top trim getting features like 'Magic Seats', climate control, touchscreen infotainment system, etc. The CVT model is available on two trim levels.

NEW BMW X6 XDRIVE30D M SPORT

PRICE: *Rs 1.15 crore (ex-showroom, India)*

The second generation of the X6 is here and it gets new front and rear styling as well as updated interiors. The basic silhouette remains unchanged though the new car is larger than its predecessor. The car gets features like 19-inch alloy wheels, leather-wrapped BMW M steering, paddle shifters, a Harman Kardon sound system, heads-up display, six airbags along with stability and traction control. Under the bonnet is a 308.7bhp 3.0-litre six-cylinder diesel motor mated to an eight-speed automatic gearbox.

ISUZU MU-7 AUTOMATIC

PRICE: *Rs 23.90 lakh (ex-showroom, Delhi)*

The large Isuzu SUV now gets the added convenience of an automatic gearbox. This variant also gets a new steering wheel with audio controls, a new music system with satellite navigation, rear parking sensors along with a rear-view camera and a new dual-tone interior.

VOLVO S60 T6

PRICE: *Rs 42 lakh (ex-showroom, Delhi)*

It is the petrol version of the S60 sedan. Under the bonnet is a 2.0-litre turbo-charged and supercharged petrol motor developing 302bhp mated to an eight-speed automatic gearbox as standard. It is available only in the top-spec Inscription trim and gets features similar to the diesel Inscription trim.

MAHINDRA THAR CRDE FACELIFT

PRICE: *Rs 8.03 lakh (ex-showroom, Nasik)*

The more powerful CRDe Thar has been given a facelift. It gets new bumpers, a tweaked roof-line, a rear locking differential as standard, a new dashboard and instrument cluster along with steering wheel, gear lever, air-con controls and the handbrake lever from the Bolero.

JAGUAR XF AERO SPORT

PRICE: *Rs 52 lakh (ex-showroom, Mumbai)*

It's a new variant which is available only on the 2.2-litre diesel XF, and gets additions like a rear spoiler, a new bumper and a blacked out grille to set it apart from the regular XF.

BMW X3 M SPORT

PRICE: *Rs 59.9 lakh (ex-showroom, Delhi)*

The most powerful version of the X3 on sale, the SUV is powered by a 255bhp 3.0-litre diesel engine mated to an eight-speed automatic gearbox. To complement the added power it also gets a sportier body kit, wheels and steering wheel. It also gets sports seats and a 16-speaker Harman Kardon sound system.

NISSAN MICRA XL CVT, X-SHIFT LIMITED EDITION

PRICE: *Rs 6.4 lakh (ex-showroom, Delhi)*

The Nissan hatchback now offers a CVT gearbox in its base trim level along with the addition of a limited edition to the same trim called X-Shift. The limited edition model gets the addition of rear parking sensors, ABS, dual airbags, and a new steering wheel at no additional cost to the standard base trim CVT model.

UPDATED CHEVROLET ENJOY

PRICE: *Starting at Rs 6.24 lakh (ex-showroom, Delhi)*

The updated car gets a new steering with mounted controls depending on variant and chrome detailing around the cabin. The car now gets blacked out B and C-pillars. Mechanically, the car remains unchanged.

MASERATI

PRICE: *Ghibli – Rs 1.1 crore (ex-showroom); Quattroporte diesel – Rs 1.5 crore (ex-showroom); Quatroporte GTS – Rs 2.2 crore (ex-showroom); GranTurismo – Rs 1.8 crore (ex-showroom); GranCabrio – Rs 2.2 crore (ex-showroom).*

The Italian company is back in India, and has launched the Ghibli and Quattroporte sedans, the GranTurismo coupé and GranCabrio convertible. The Ghibli is available with a 275bhp 3.0-litre diesel V6. The Quattroporte gets the same engine or a more powerful 530bhp 3.8-litre twin-turbo V8. The GranCabrio and GranTurismo are powered by a 405bhp V8.

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DATSUN REDIGO

Coming Feb 2016 **Expected Price** Rs 3 lakh **Engine** 0.8 P

DATSUN'S THIRD CAR in India, the RediGo, will be a super-budget hatchback, rivalling the likes of the Nano, Alto and Eon, with a starting price of around Rs 3 lakh. Built on the same platform as the Renault Kwid, it will focus on styling, which will be tough and like an SUV, and quite striking. In fact, the tall shape and high ground clearance should be big selling points. It will use an 800cc, three-cylinder petrol engine and a manual gearbox. What remains to be seen is if Datsun can give this car an appealing interior at this low price, as a cheaply designed cabin is one of the biggest criticisms of its larger sibling, the Go.

RENAULT KWID

Coming Nov 2016 **Expected Price** Rs 3-4 lakh **Engine** 0.8 P, 1.0 P

RENAULT IS TARGETING India's best-selling car, the Maruti Alto, with the Kwid, and its strongest card is, no doubt, its rugged SUV-like styling, which is sure to be a hit with Indian buyers. What will also work well is the spacious interior with lots of storage spaces and the large 300-litre boot. It is still a budget car, however, with an estimated price of Rs 3-4 lakh, and it's powered by an 800cc three-cylinder engine. As with the Alto, a 1.0-litre engine will be launched later, as will an AMT automatic gearbox option. Top-spec Kwids will even get a touchscreen infotainment system, a segment first.

AVVENTURA, POWERED BY ABARTH

Coming Oct 2015 **Expected Price** Rs 10.5 lakh **Engine** 1.4 P

LIKE THE PUNTO hatch even the Fiat Avventura crossover will get the same 135bhp, 1.4-litre turbo petrol motor. However, unlike the Punto, there will be no visual changes, apart from 'Powered by Abarth' badges, to set it apart from the standard car. There will be no changes to the suspension or brakes either. This high-performance Avventura will be launched along with the Punto Abarth hatch around Diwali and we expect it to be priced at around Rs 10.5 lakh.

NEW VW BEETLE

Coming End 2015

Expected Price Rs 28 lakh

New beetle is wider and taller than the earlier car, and gets more masculine styling as well.

ABARTH 595 COMPETIZIONE

Coming August 2015

Expected Price Rs 25 lakh

This small Fiat hatchback has a big 165bhp heart and loads of style to boot.

MARUTI YRA

Coming Diwali 2015 **Expected Price** Rs 5-8.5 lakh **Engine** 1.2 P, 1.4 P, 1.3 D

WITH THE ARRIVAL of the latest i20 and Jazz, it's clear the old Swift is no longer in the same league as it was with their predecessors. Maruti knows this only too well and will soon launch an all-new, bigger, more premium hatchback, which for now goes by the codename YRA. What's clear is that space has been the focus here, as the car has a very large cabin area and a short bonnet. It will likely be powered by the same engines as the Ciaz – the 1.4-litre petrol and 1.3-litre diesel, with the option of the Swift's 1.2-litre petrol to avail of small car tax benefits. It may also get Suzuki's new high-tech 1.0-litre turbocharged petrol engine, which would make a big difference. Expect equipment to be on par with the Ciaz as well.

ABARTH PUNTO

Coming Oct 2015 **Expected Price** Rs 9.5 lakh **Engine** 1.4 P

FIAT IS ABOUT TO launch a slew of high performance Abarth models in India and the Punto is one that will be built here. It will be powered by a 135bhp 1.4-litre turbo-petrol engine, and to handle all this power it will get a beefed up suspension and will have disc brakes all round. To differentiate the standard car from the Abarth version, Fiat will add Abarth graphics and badges, additional exterior detailing and sportier new alloy wheels.

NEW FORD FIGO

Coming Diwali 2015 **Expected Price** Rs 4.5-7.5 lakh **Engine** 1.2 P, 1.5 D

THE FORD FIGO hatchback which will replace the aging current-generation Figo in our market is expected to reach our shores by end 2015. A hatchback version of the recently launched Aspire compact sedan, it will also get the updated, 87bhp 1.2-litre petrol and 99bhp 1.5-litre turbo-diesel engines. The diesel is likely to have best-in-class fuel economy, and thanks to heavy localisation, we expect Ford to price this new hatch very competitively too.

TATA KITE HATCHBACK

Coming End 2015 **Expected Price** Rs 3.5-5 lakh **Engine** 1.2 P, 1.0 D

THE TATA KITE hatchback, which is expected by end of this year, will continue the resurgence of Tata after the Bolt and Zest. Expected to rival the likes of the Maruti Celerio and Wagon R, this new hatchback shares a few parts with the current Indica eV2, but will come with fresh styling. The Kite will also get an all-new cabin and like all Tatas, we expect it to be big on interior room. Powering the Kite will be Tata's all-new 1.05-litre three-cylinder common-rail diesel motor, which is expected to make around 70bhp. It will also get a 1.2-litre petrol engine.

FORD MUSTANG

Coming Early 2016

Expected Price Rs 80 lakh

This iconic American muscle car gets a powerful V8. It might get a 2.3 litre engine too.

NISSAN GT-R

Coming End 2015

Expected Price Rs 2 crore

The Monstrous Nissan is finally coming to India and its V6 motor packs an impressive 545bhp.

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SEDANS

NEW CHEVROLET CRUZE

Coming 2017 **Expected Price** Rs 12-15 lakh **Engine** 1.4 P, 1.6 D

THE SECOND-GENERATION Cruze is expected to hit Indian showrooms in 2017. The new car looks very different, is based on a new platform and will be longer than its predecessor with an overall length of 4,666mm. There will also be more interior room than on the earlier model, including an additional 51mm of rear knee room. In the cabin, it will get the familiar dual-cockpit design with multiple textures and soft-touch surfaces on the dash. There will also be a touchscreen infotainment system standard on all trims. Under the hood, the current Cruze's 2.0-litre diesel will be replaced by a smaller, 1.6-litre variable-geometry turbo-diesel, while the 153bhp 1.4-litre EcoTec turbo-petrol with direct-injection will also be offered in India.

VW COMPACT SEDAN

Coming Early 2016 **Expected Price** Rs 6-10 lakh **Engine** 1.2 P, 1.5 D

OWING TO THE very popular compact sedan market, Volkswagen will launch its own sub-four-metre sedan based on the Polo by end of this year. It could be called the Bora, and will use the same 89bhp 1.5-litre diesel and 74bhp 1.2-litre petrol as its hatch sibling. VW might also put the high-tech 103bhp turbo-petrol under its hood with a manual gearbox. The Bora will be positioned at the top of the compact sedan segment and is hence likely to be priced a notch above the Honda Amaze and the Maruti Dzire.

TATA KITE SEDAN

Coming Early 2016 **Expected Price** Rs 4-5.5 lakh **Engine** 1.2 P, 1.0 D

BASED ON THE Kite hatchback, this sub-four-metre sedan will replace the aging Indigo eCS. It won't have any direct rivals as it will slot under the Zest, but what Tata will have is a big price advantage. Going by the company's recent products, we expect the car to be very spacious and feature laden. The Kite sedan is expected to be launched early next year and will be priced around Rs 4-5.5 lakh which will make it the cheapest sedan on sale in India.

NEW HONDA ACCORD

Coming Early 2016 **Expected Price** Rs 28-30 lakh **Engine** 2.4 P

HONDA HAD PHASED out its flagship Accord from India in December 2013 owing to weak demand, but the carmaker is planning to bring the recently facelifted version of the next-gen luxury sedan here next year. The interesting bit is that the Accord is likely to arrive at around the same time as the all-new Superb and Passat. Compared to previous models, the new Accord gets mature styling, a roomier cabin and a lot more features. It will be powered by a 2.4-litre petrol engine, will offer buyers the options of manual and CVT automatic gearboxes, and also ride and drive much better.

MERCEDES AMG GT S

Coming End 2015
Expected Price Rs 2.5 crore

Mercedes's take on the Porsche's iconic 911. Has a powerful 503bhp motor.

MERCEDES AMG C63 S

Coming End 2015
Expected Price Rs 1.3 crore

This BMW M3 rival has more than 500bhp from its 4.0-litre twin-turbo V8 motor.

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NEW SKODA SUPERB

Coming Feb 2016 **Expected Price** Rs 27-30 lakh **Engine** 1.8 P, 2.0 D

THE ALL-NEW, third-generation Superb is a huge step above the current car. The styling is much more aggressive and it has a more conventional shape, with a flowing hatchback bootline. The heavy, expensive dual-opening system of before has been deleted. It's even more spacious and luxurious now, and will use updated versions of the same engines – a 1.8-litre petrol and 2.0-litre diesel with more power and better efficiency. The options of automatic and manual gearboxes are likely to continue.

JAGUAR XE

Coming Mid 2016 **Expected Price** Rs 38-40 lakh **Engine** 2.0 P, 2.0 D

JAGUAR FINALLY HAS a rival to the 3-series, C-class and A4, and a very capable one at that. The all-new XE looks sporty, but it also ticks all the right luxury boxes. It's very well equipped, has all the luxury trappings you could ask for, and is just about spacious enough too. It will first be launched with the 2.0-litre petrol engine already used in the XF and XJ sedans, and that will soon be followed by an all-new 178bhp 2.0-litre diesel engine – both paired to an eight-speed automatic. Like its other sedan siblings, the XE will be assembled in India, so expect a very competitive price when the car is launched in early 2016, after its debut at the Auto Expo.

NEW VW PASSAT

Coming Feb 2016 **Expected Price** Rs 30-32 lakh **Engine** 2.0 D

VOLKSWAGEN IS EXPECTED to launch the new Passat sometime towards the end of the year and it will come with loads of technology in the cabin. It gets a 79mm longer wheelbase than the outgoing model which suggests there will be more room for occupants, which will be important, as the new car will go up against rivals like the Mercedes-Benz C-class and the BMW 3-series. VW is expected to offer the new Passat with a 2.0-litre diesel engine in two states of tune – 187bhp and 237bhp – coupled to a seven-speed dual-clutch automatic gearbox.

AUDI S5 SPORTBACK

Coming 2016 **Expected Price** Rs 70 lakh **Engine** 3.0 P

BASED ON THE four-door A5 Sportback, the sportier S5 Sportback will be positioned below the S6 sedan in Audi's model range in India. The Sportback name means that it is neither a coupé, nor a conventional sedan. It is a four-door car, with a large hatchback boot. It will get a 328bhp 3.0-litre supercharged V6 engine. Just like the S4 and S6, the S5 too delivers strong performance. However, unlike them, it gets an unconventional and attractive 'sportback' shape which is likely to make it a bit more appealing.

NEW AUDI R8

Coming 2016

Expected Price Rs 2.2-2.5 crore

The new R8 is lighter and sharper than the old car. It only gets the V10 version now.

MAHINDRA QUANTO FACELIFT

Coming End 2015

Expected Price Rs 7-9 lakh

The update will get reworked exteriors and mildly updated cabin. Will also get AMT 'box.

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NEW AUDI A4

Coming End 2016 **Expected Price** Rs 35-42 lakh **Engine** 2.0 P, 2.0 D

THIS NEW A4 might bear a strong resemblance to its predecessor, but it is, in fact, an all-new car. It's larger and more spacious, but it is also lighter. It gets the very latest of Audi's tech, including the company's new 'Virtual Cockpit' digital instrument cluster that replaces the conventional dials with a 12-inch screen that can also show navigation, phone and media information to the driver. It will get updated versions of the current 2.0-litre diesel engine that will produce 148bhp or 187bhp. A 2.0-litre petrol will replace the 1.8, making either 187bhp or 248bhp. The current A4 is seven years old and these days, has a difficult time going up against its rivals, but it's still one of Audi's best-selling models; we expect that success to continue with the new car.

NEW MERCEDES E-CLASS

Coming 2017 **Expected Price** Rs 50-63 lakh **Engine** 2.0 P, 2.1 D, 3.0 D

IT WILL BE a while before you see the next-generation E-class, but Mercedes is already showing off its state-of-the-art tech. Apart from Attention Assist and auto lane-keeping, it will get loads of features that rely on radar and sensors, like auto evasive steering and auto emergency braking. Sadly, a lot of this tech won't come to India, as using radar in passenger cars is illegal. Expect the new E to borrow much of its look from the S-class, with a curvaceous body, and full-LED lighting. It will use the same petrol and diesel engines, but will get a new nine-speed auto gearbox.

NEW JAGUAR XF

Coming Mid 2016 **Expected Price** Rs 50-60 lakh **Engine** 2.0 P, 3.0 P, 3.0 D

WHILE THERE IS a certain family resemblance to the current car, it's clear that the all-new, second-generation Jaguar XF is a whole lot larger. In fact, interior space is said to be almost as much as in the bigger XJ limousine, and the company could even launch a long-wheelbase version with even more space for China and India. Apart from 3.0-litre V6 petrol and diesel engines, this car will also get Jag's new 'Ingenium' 2.0-litre, four-cylinder diesel, and, of course, a high-performance supercharged V8 version will come later. With its immense space, strong engines, smart looks and the very latest in tech, the new XF will be much better suited to take on the E-class, 5-series and A6 in India.

NEW BMW 7-SERIES

Coming March 2016 **Expected Price** Rs 1-1.5 crore **Engine** 3.0 P, 4.4 P, 3.0 D

THE S-CLASS IS currently the benchmark, but this all-new 7-series could steal some of the attention from it. It has all the luxury you could ask for – loads of rear legroom, the finest leather and wood trim and an expensive hi-fi audio system. The bigger news, however, is the technology. It uses exotic materials like carbon fibre to keep its weight down, there's loads of safety tech, and the latest i-Drive infotainment system features touchscreens at the front and rear, as well as gesture controls that can operate the system with a wave of your hand. Engine options are similar to the current car, with 3.0-litre petrol and diesel engines and a 4.4-litre petrol. And it's a BMW, so it'll likely be the sportiest to drive of the lot.

RENAULT DUSTER FACELIFT

Coming Early 2016
Expected Price Rs 9-14 lakh

Renault Duster facelift to get more appealing looks and interior updates as well.

FORD ECOSPORT FACELIFT

Coming Diwali 2015
Expected Price Rs 7-11.5 lakh

This EcoSport facelift will get mild styling tweaks to the exteriors and interiors.

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MAHINDRA TUV 300

Coming Sep 2015 **Expected Price** Rs 7-8 lakh **Engine** 1.5 D

OF MAHINDRA'S THREE planned compact SUVs, this is probably the most exciting. It's a shrunken version of the Scorpio that is under four metres in length, so expect the same rugged SUV mechanical parts. It will use an 80bhp version of the 1.5-litre diesel engine from the Quanto, which will be teamed with a manual gearbox and an optional AMT automatic. This is no basic car, however, and it will get an upmarket cabin with a metallic trim and even the touchscreen infotainment system from the Scorpio. There's even word that Mahindra could offer rear jump seats in the boot to make this compact car a seven-seater.

MAHINDRA XUV100 (S101)

Coming Diwali 2015 **Expected Price** Rs 4-5 lakh **Engine** 1.2 P, 1.5 D

MAHINDRA IS COMING up with a new, hatchback-like compact crossover (codename S101). It is likely to be powered by a set of engines – an 80bhp 1.2-litre, three-cylinder petrol unit and a 75bhp 1.5-litre, three-cylinder diesel – that will drive the front wheels. These engines will be shared with its sister company SsangYong.

TATA NEXON

Coming End 2016 **Expected Price** Rs 7.5-9 lakh **Engine** 1.5 D

TATA HAD FIRST revealed this upcoming new SUV in concept form at the 2014 Auto Expo. This Nexon concept is clearly not an SUV and instead, will be Tata's entry into the crossover segment. Some of the radical features like the glass rear hatch are likely to be left out, but it is expected to retain the smiling mesh grille and headlamp cluster, and will look radical; not just a hopped-up Bolt. Under the hood will be the same engines which also power the Bolt hatchback and the Zest sedan. Additionally, it's likely to get a new 110bhp 1.5-litre Multijet diesel engine sourced from Fiat.

MARUTI YBA

Coming Early 2016 **Expected Price** Rs 7-12 lakh **Engine** 1.2 P, 1.4 P, 1.3 D

THE S-CROSS CROSSOVER may be Maruti's answer to the Renault Duster and Hyundai Creta, but the company will soon be going after the Ford EcoSport too. The as-yet-unnamed SUV goes by the codename 'YBA' for now, and will be less than four metres long in its final form. It will share a lot of things with existing Maruti cars – some interior switches and of course the engines – the 1.2-litre and 1.4-litre petrols, and the 89bhp 1.3-litre diesel. What will be different is the styling, which unlike the rather plain look of today's Marutis, promises to be really aggressive and attractive. And as always with the company, expect a knockout price and a hassle free ownership experience with this new SUV.

AUDI A6 FACELIFT

Coming Sep 2015
Expected price 45-60 lakh

Audi A6 to get Matrix LED headlamps and subtle styling tweaks along with more tech.

BMW 1-SERIES FACELIFT

Coming End 2015
Expected price 27-33 lakh

BMW 1-series facelift gets major styling tweaks and a better cabin. Will come only in diesel.

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HONDA BR-V

Coming 2016 **Expected Price** Rs 8-13 lakh **Engine** 1.5 P, 1.5 D

WITH MARUTI AND Hyundai joining the compact SUV fray this year, you might wonder what Honda's plans are. You'll find out at the 2016 Auto Expo when the BR-V is revealed. It's a seven-seat SUV based on the Brio, Amaze and Mobilio, and while that might not seem like the most 'premium' starting point, there will be lots of changes. For one, the styling will be very aggressive, with bigger tyres and loads of rugged SUV touches. It will also debut an all-new, more upmarket interior design that will likely filter down into the smaller cars afterwards. The engines, however, should remain the same as the Mobilio – 1.5-litre petrol and diesel. Despite having seven seats, however, expect prices to be really competitive, rivalling the Duster and Creta head on.

JEEP WRANGLER

Coming Early 2016 **Expected Price** Rs 40 Lakh **Engine** 2.8 D

JEEP WILL BE launching soon, and one of its first models will be the iconic Wrangler. Expected early next year, the Wrangler is expected to cost in the Rs 25-30 lakh range, and some may find its look too similar to cheaper Mahindras. Although expensive, the car is probably the best off-roader in the world, and definitely capable of getting some serious off-road junkies interested.

NEW FORD ENDEAVOUR

Coming Diwali 2015 **Expected Price** Rs 26-30 lakh **Engine** 2.2 D, 3.2 D

THE CURRENT ENDEAVOUR has trudged along in the Indian market for over a decade now with facelifts and updates just about keeping it relevant amidst nicer, newer cars. The all-new model is starting with a clean sheet, and is a lot more appealing. For one, it looks really good, with sharp muscular details that are a far cry from the boxy shape of before. There are also new diesel engines – a 148bhp 2.2-litre and 197bhp 3.2-litre. Then there's the high-quality, modern looking, leather-upholstered interior that's packed with tech like Ford's latest 'Sync' infotainment system and a 'Terrain Management' system that electronically adjusts the 4WD system to suit the terrain you're driving over.

VW TIGUAN

Coming Mid 2016 **Expected Price** Rs 25-30 lakh **Engine** 2.0 D

ALSO A RIVAL TO the C-SUV and Skoda Yeti is the new, yet-to-be-revealed VW Tiguan. This model will be positioned in the large space between the Jetta and the Passat sedans in VW's line-up, and will cost an estimated Rs 25-27 lakh. As with all VW products, it will command a slight premium over the equivalent Skoda model – in this case, the next-generation Yeti, which it will share most of its mechanical components and engines with. Speaking of which, you can expect the mainstay of the range to be a 2.0-litre diesel engine with around 148bhp, four-wheel drive, and VW will likely offer it with a DSG automatic gearbox.

BMW 3-SERIES FACELIFT?

Coming End 2015
Expected price Rs 38-40 lakh

Subtle styling updates is all one can expect from the 3-series facelift. No diesel on offer.

SSANG YONG REXTON FACELIFT

Coming 2016
Expected price Rs 23-24 lakh

Rexton facelift gets new grille and alloy wheels, interior gets subtle updates and a new steering wheel.

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CHEVROLET TRAILBLAZER

Coming Sep 2015
Expected Price Rs 25-30 lakh
Engine 2.8 D

CHEVROLET HAS WANTED to bring the Trailblazer to India ever since its global debut in 2012, but a technical limitation held it back – it was just too big to fit through some sections of the company's Indian factory! Now, however, it's coming, and soon. This monstrous Fortuner rival is, of course, a seven-seater and it certainly has the big, macho appeal that Indian SUV buyers just love. It will get manual and automatic gearbox options, will come in either 2WD or 4WD, and will be powered by a 2.8-litre diesel engine with 197bhp and a solid 51kgm of pulling power! After a long spell of unexciting models, this could just be a Chevy you really want.

NEW TOYOTA FORTUNER

Coming Early 2016 **Expected Price** Rs 25-30 lakh **Engine** 2.4 D, 2.8 D

THE SECOND-GEN Toyota Fortuner has been unveiled globally and is expected to be launched in India next year. The butch SUV built on a ladder frame chassis now features radical styling and gets an all-new upmarket interior. Also, it will get Toyota's new 'GD' series of diesel engines, a new 2.4-litre producing 148bhp and a 2.8-litre motor churning out 175bhp will replace the current 2.5-litre and 3.0-litre engines. It will compete with the likes of Mitsubishi Pajero Sport and will be priced from Rs 24 lakh when it goes on sale in 2016.

NEW NISSAN X-TRAIL

Coming Diwali 2015 **Expected Price** Rs 28 lakh **Engine** 2.0 D

INTRODUCED IN EARLY 2000s, the X-Trail was the first Nissan to reach our shores. However, Nissan discontinued it in 2014 due to poor demand. Now, with the market opening up to premium SUVs, the carmaker will introduce the third-gen model, launched globally a few years ago. The new model, with its stylish looks and three rows of seats is likely to be assembled here unlike the previous model which was imported. It will be powered by a 2.0-litre diesel engine with an option of manual or automatic transmissions. When launched, it will be positioned above partner Renault's Koleos and is expected to be priced around Rs 28 lakh.

NEW BMW X1

Coming End 2016 **Expected Price** Rs 32-40 lakh **Engine** 2.0 D

THE CURRENT X1 is the car that kicked off the compact luxury SUV craze, but it has since lost customers to the more popular Audi Q3. The next-gen car aims to claw the advantage back. It has a much higher nose and window line, and looks more SUV-like than today's car, which looks like an estate car. The shape is more upright and the new X1 looks quite a lot like a shrunken X5. Secondly, it will be much more spacious for passengers and luggage. It will likely be powered by a 2.0-litre diesel engine, making around 187bhp, with a six-speed automatic gearbox, and hopefully, BMW will offer it in India with 4WD rather than just 2WD this time around.

MARUTI ERTIGA FACELIFT

Coming End 2015
Expected price Rs 6.5-9 lakh

New alloys and bumpers along with more equipment. Could get a touchscreen as well.

MERCEDES A-CLASS FACELIFT

Coming End 2015
Expected price Rs 28-30 lakh

Gets new front and rear bumpers, better interiors and full-LED headlamps.

MERCEDES-BENZ GLC

Coming Mid 2016 **Expected Price** Rs 50-60 lakh **Engine** 2.1 D

THE NEW GLC is a direct rival for the Audi Q5 and BMW X3, and fills a big gap in Mercedes' SUV line-up between the GLA and GLE (formerly called the ML). It is based on the C-class, and so shares a lot of parts, and even some styling elements, with it. The interior is almost identical to the C-class, and that's a good thing – you get the same generous amount of wood, leather and metallic inserts, and a really luxurious ambiance. For India, the GLE will get two four-cylinder diesel engine options initially – the 220d, which is the same 168bhp motor from the C-class, and the 250d, the 201bhp version from the E-class. The bigger news is that it will get Merc's new nine-speed automatic gearbox.

JEEP GRAND CHEROKEE

Coming Early 2016 **Expected Price** Rs 70-80 lakh **Engine** 3.0 D

THE GRAND CHEROKEE luxury SUV has serious off-roading prowess. The chassis is extremely solid, the large seats are super comfy and there's lot of equipment. Interior quality isn't as good as German rivals, but it gets a smooth 3.0-litre diesel. It is expected next year, and pricing is likely to be around Rs 70-80 lakh. One very capable SUV that is definitely worth considering.

JAGUAR F-PACE

Coming End 2016 **Expected Price** Rs 65-70 lakh **Engine** 2.0 D, 3.0 D

A COUPLE OF years back, we saw the C-X17 concept, which has now become the F-Pace, Jag's first SUV. It is targeted at sporty crossovers like Porsche's Macan and BMW's X4. It is a relatively long car and has classic Jag features like its muscular haunches and heavily raked front and rear windscreens. Engine options are likely to include JLR's new four-cylinder Ingenium units. Likely to be imported rather than be assembled here in India, one can expect it to be priced in the Rs 65-70 lakh range.

LAND ROVER DISCOVERY SPORT

Coming Sep 2015 **Expected Price** Rs 45-55 lakh **Engine** 2.2 D

THE DISCOVERY SPORT is a direct replacement for the Freelander 2, which means it will also rival the X3, Q5, GLC and XC60. However, it has a big advantage in the form of a third row of seats, which the others don't offer. Being a Land Rover, it also has serious off-road capability – in case your farmhouse is located in a remote village far from tarmac roads. While the car will come with the Freelander's 2.2-litre diesel engine initially, it will eventually be replaced by the 2.0-litre 'Ingenium' engine from the Jaguar XE. What will be standard, however, are a nine-speed automatic gearbox and four-wheel drive. The best part is Land Rover will assemble the Discovery Sport in India from day one, so prices are likely to be very competitive.

MERCEDES-BENZ GLE COUPÉ

Coming Early 2016 **Expected Price** Rs 1 crore **Engine** 5.5 P, 3.0 D

THIS CAR IS the sportier iteration of the GLE, or facelifted M-class, to rival the BMW X6. It's a large SUV with a svelte, tapering roofline. While the standard GLE comes this year, the Coupé will be launched next year, and be priced around the Rs 1 crore mark. There is also a new nine-speed automatic gearbox instead of the previous seven-speed unit from the M-class.

MERCEDES GLE (M-CLASS)

Coming End 2015
Expected price Rs 60-70 lakh

M-Class now called GLE, gets tweaked styling, updated cabin and a 9-speed auto.

MERCEDES GLS (GL-CLASS)

Coming 2016
Expected price Rs 80-90 lakh

GL now called GLS, gets fresher styling and more tech. Could get a Maybach version in future.

NEW AUDI Q7

Coming Early 2016 **Expected Price** Rs 70-80 lakh **Engine** 3.0 D

ONE OF INDIA'S favourite luxury SUVs, the current Q7 is almost 10 years old. Its replacement has a lot to live up to, but thankfully it does. It's more spacious in all of its seven seats, but much lighter than the car it replaces, and has been packed with lots of tech. Like other new Audis, the dials are replaced with a colour screen to help drivers with relevant information, it offers a lot more onboard connectivity, and the interiors feel a lot more luxurious and modern. However, the exterior, while neat and classy, doesn't look as striking as the old car. Better news is the new 3.0-litre V6 diesel engine that produces a massive 268bhp.

NEW VOLVO XC90

Coming Oct 2015 **Price** Rs 64.9-77.90 lakh **Engine** 2.0 D

TECHNICALLY SPEAKING VOLVO has already launched the new, second-generation XC90 in India, with prices starting at an attractive Rs 64.9 lakh. However, while bookings have started, you won't see it on our roads until at least September. This seven-seat rival for the Mercedes-Benz GL, Audi Q7 and BMW X5 is seriously high on luxury, using lots of chrome on the exterior and an understated, discreet Swedish design on the inside. It's also very practical, with seats that can be configured in various ways to suit your needs, and of course, being a Volvo, it's safe as a vault. The only apparent downside is its relatively small 225bhp, 2.0-litre diesel engine; rivals offer 3.0-litre six-cylinder engines at minimum.

MPVs

CHEVROLET SPIN

Coming Early 2017 **Expected Price** Rs 7-11 lakh **Engine** 1.3 D

CHEVROLET'S RIVAL TO the Ertiga, Mobilio and the Lodgy is this MPV. It will come to India early 2017. Like the Lodgy Stepway, the Spin also has a crossover version called the Spin Active. The Spin has a spacious cabin and seven seats. It will likely come with the same 1.3-litre diesel engine that does duty in the Enjoy MPV, but could get more power. There's also a petrol motor sold overseas, which may or may not make it here.

TATA HEXA

Coming End 2015 **Expected Price** Rs 10-15 lakh **Engine** 2.2 D

TATA UNVEILED THE Hexa crossover concept, based on the Tata Aria, at the Geneva motor show earlier this year. Though similar to the Aria in shape, the Hexa has an all-new bonnet, a redesigned grille with projector headlights merging neatly into it, prominent wheel arches, and thick body cladding running along the sides. The Hexa is likely to be powered by a 2.2-litre diesel engine making 154bhp and 40.8kgm of pulling power mated to a choice of a six-speed manual or automatic transmission. When it goes into production, it will become the first Tata to use six-speed gearboxes.

NEW TOYOTA INNOVA

Coming Early 2016 **Expected Price** Rs 11-17 lakh **Engine** 2.4 D

THE INNOVA HAS been a best seller in the MPV segment in India and the automaker is gearing up to bring in a new-gen model. It will use a new design which is much more stylish than the current model. The new Innova bears a redesigned nose, a prominent grille and bars of chrome running through the headlights continuing along the shoulder line of the car, among other changes. Toyota will equip the Innova with a new GD series 2.4-litre turbo-diesel engine, expected to replace the current 2.5-litre diesel unit, rated at 148bhp and 40.78kgm of torque, making it much more powerful than the current car.

TOYOTA ETIOS FACELIFT

Coming 2016

Expected price Rs 6-9 lakh

The Etios will get a major update and will get a richer cabin and more tech.

JAGUAR XJ FACELIFT

Coming End 2015

Expected price Rs 1-1.4 crore

Updated XJ will get a better cabin, more tech, full-LED headlamps and cosmetic tweaks.

The perfect partner.

Limited time. High stakes. And a drive to another city. See how the Hyundai Elantra became the perfect partner on the road.

MEET RUCHITA AND Ashutosh. Young, high-achievers and fiercely independent entrepreneurs. They know how to get what their clients want and make sure their business soars. So when they received a call that a client they were trying to get on board had agreed to a meeting, they were thrilled. But there was a catch. If they wanted the account, they would have to travel from Mumbai to Pune in three hours and present their pitch on arrival. Armed with their wits, experience and laptops, they jumped into their trusted partner for many such endeavours, the Hyundai Elantra, and headed out.

On the road. On the job. The Fully Automatic Air-Conditioner helped them keep cool and the ultra-comfy rear seats with their very generous legroom gave them enough space to relax and comfortably work on their winning pitch. The 1.8 Dual VTVT lightweight petrol engine churning out 149bhp with 18.1kgm of torque and the precisely tuned 6-speed H-matic automatic transmission made their driver's work fun and relaxing at the same time.

What helped too was the fact that the Elantra felt solid. They knew they were cocooned in high-tech safety. Electronic Stability Control (ESC), Vehicle Stability Management (VSM) with steering assist system, ABS with EBD and a six-airbag system. And just like the Elantra, Ruchita and Ashutosh were going to show up for their meeting totally prepared for any surprises and obstacles.

Ruchita and Ashutosh wowed their soon-to-be clients with their style, charisma and, of course, a beautifully made presentation. It matched perfectly with the style, charisma and attention to detail of the Hyundai Elantra. Its elegant profile, sporty front and splendid rear make it irresistible. The side character lines, muscular wheel arches and low roofline are pure excitement. Luxury and innovation blend seamlessly in this car that effortlessly sets new industry standards. Ruchita and Ashutosh, just like the Hyundai Elantra, were made to excel.

ENGINE

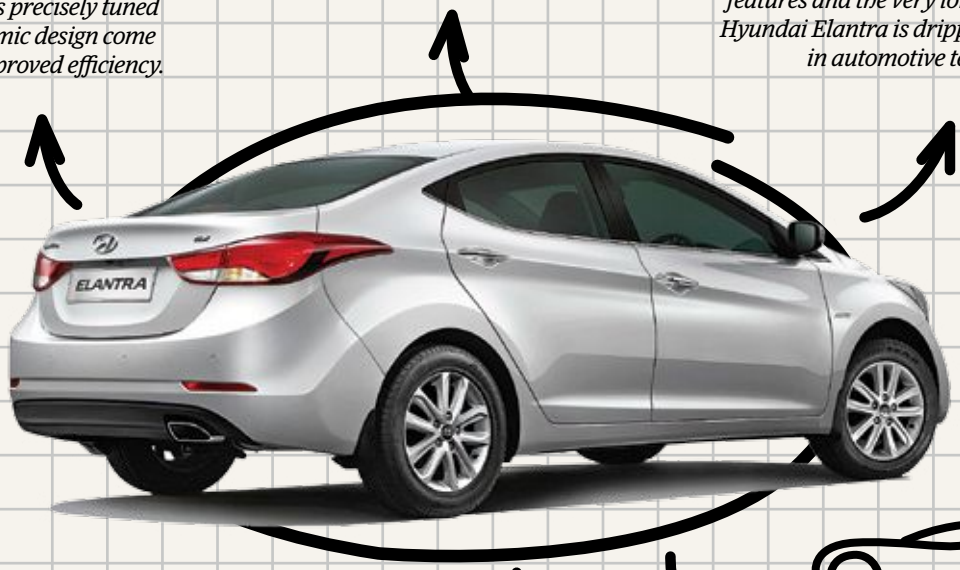
Two engine options, the 1.8-litre Dual VTVT petrol and the 1.6-litre CRDi diesel, deliver impressive performance, with optimal efficiency, minimum noise and low emissions.

EFFICIENCY

The Hyundai Elantra's precisely tuned engine and aerodynamic design come together to deliver improved efficiency.

TECHNOLOGY

From its design, to the engine, the safety features and the very long feature list, the Hyundai Elantra is dripping with the latest in automotive technology.



SAFETY

Electronic Stability Control, Vehicle Stability Management with steering assist, an ultra-high tensile strength steel body structure and a six-airbag system make sure you're prepared for any surprises.

STYLE

It's undeniable. The 2015 Elantra is a piece of innovation moulded by the Fluidic Sculpture philosophy at Hyundai. It ensures you arrive and depart in style.

Location courtesy: The O Hotel, Koregaon Park, Pune.
Models: Ashutosh Singh, Ruchita Tabiliani; Model photography: Palash Bose

OWNING THE BEST. MADE EASY.

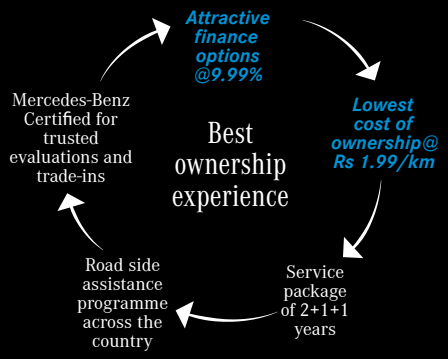
Owning a Mercedes-Benz. This is something everyone, at some point of their lives, has dreamt about. And why not. Driving a Star is experiencing luxury at its best. But it does not stop there. Owning a Mercedes-Benz is a fantastic experience which extends beyond the car itself. Why? Because Mercedes-Benz has set never-before-heard standards for luxury cars the world over. It has created innovative initiatives and services that enhance every aspect of ownership. Mercedes-Benz Financial provides attractive finance options that make acquiring a car easy. Later, when you feel like upgrading your Star, Mercedes-Benz Certified ensures you receive the best value for your current car. Several programmes for owners have not existed before in India. All the stages of owning a Star – pre-sales, sales, after-sales and beyond – are integrated into one seamless experience. Take a look at the world of the Star.

The best is unmatched.

9.99% for all New Generation Cars.

Mercedes-Benz Financial

All it takes is one look. And you're excited. The New Generation Cars look stunning. Step inside and you'll be in their thrall. The A-Class, B-Class, GLA and the CLA each thrill to the very core. And thanks to the scrupulously analysed and thoughtfully created offers from Mercedes-Benz Financial, buying them is also an unmatched experience. With tailor-made solutions that suit individual needs and a dedicated finance and insurance manager providing personalised service, you definitely get the best. And since you're buying the best, it makes perfect sense. Also making perfect sense is the 9.99% interest rate. But if you want to drive the Star without buying it, there are other exciting programmes like Star Lease. Then you can guarantee future value for your car and protect your car with the Star Agility programme. Everything has been put together in a way that ensures you will always experience the pleasure of driving the best.



The best in every kilometre.

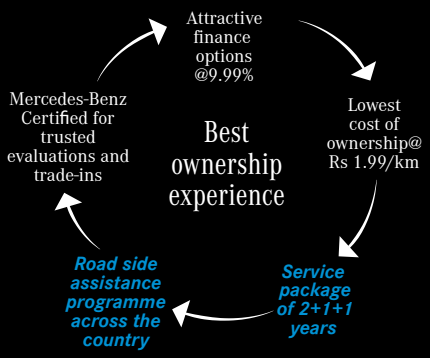
Service packages starting @ Rs 1.99/km

Intelligence realises the importance of value over cost. Top priority for Mercedes-Benz has always been delivering incredible value. With the New Generation Cars, it has been taken a step further. Exclusive service packages make the cost of ownership as low as Rs1.99/kilometre. Living with a Star is extremely affordable. Now, find a good reason to not drive your dream Star.

The best experience is also worry-less.

Standard warranty 2 years + Complimentary warranty 1 year + Extended warranty 1 year

Special things require special attention. Which is why Mercedes-Benz offers highly affordable service packages with warranty programmes that include a 2-year standard warranty plus 1-year complimentary warranty under its STAR CARE programme. The STAR CARE Plus programme offers all of the same plus an additional 1-year extended warranty. This means Star owners get a 4-year warranty without any mileage restrictions. Obviously, there's an entire range of benefits which come as standard. The STAR CARE Plus programme protects your car from as low as Rs 22,000 onwards. Mercedes-Benz, as you see, continues to extend the best experience.



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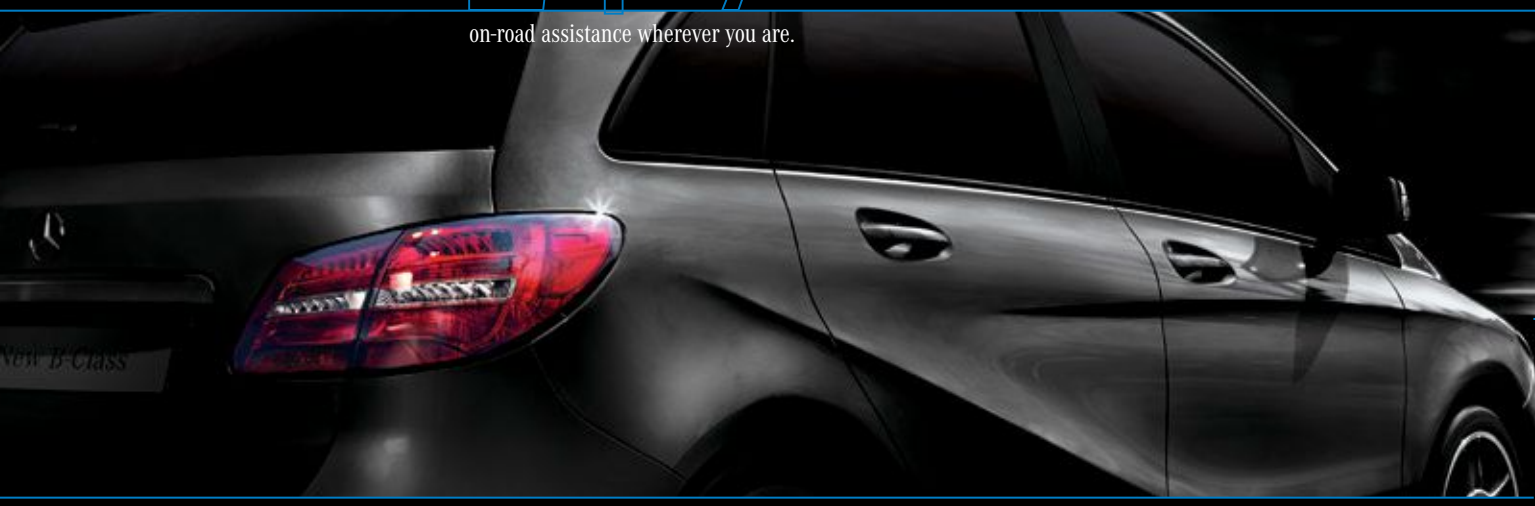
on-road assistance wherever you are.



The best provide the kind of support that others don't. Mercedes-Benz is the only luxury car manufacturer that offers round-the-clock On-Road Assistance for 3 years from the purchase of a Star as a standard offering. Some of the privileges included are free pickups from the breakdown location, medical co-ordination in case of accidents and free hotel accommodation in case of vehicle immobilisation*. What if you want to extend this programme for a 4th or even a 5th year? It's only Rs 3,999* per year. So no matter what, you'll always receive the best assistance.

*Terms and Conditions apply.

The best experience always. 100% Peace of mind.

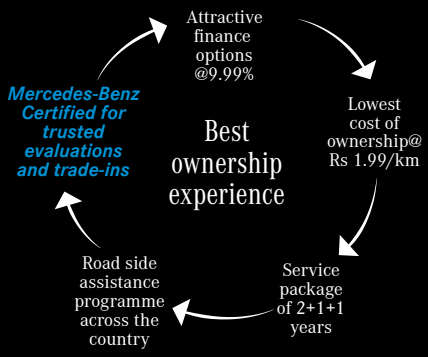
Mercedes-Benz | Certified

Pre-owned cars

The value of owning a Star never diminishes. Mercedes-Benz Certified gives you exclusive trade-in offers which let you sell any car you own and get the best price for it. In case you plan to part with your Star, you still receive the best. This is because, with a wide range of warranties and world-class services, your car has already received the best care. And things that matter to prospective buyers, like condition of the car, number of kilometres run and body and fuel type, always work out in your favour. So, when you plan to upgrade your Star, or even sell it, you will still get the best deal.

The advantages of trading in your car with Mercedes-Benz Certified.

Certified by Mercedes-Benz | Hassle-free documentation | Verified vehicle service history | 5 days exchange policy | Attractive Trade-in & Finance options |



TYRE MAINTAINENCE MADE EASY

We look at the various ways in which you can preserve your tyres in order to help you get the most out of them.

HERE IN INDIA, we have one of the worst driving environments in the world. With the extreme weather conditions and poor infrastructure, there's a lot that our vehicles are put through. And one essential part of every car that possibly suffers the most owing to poor driving conditions – the tyres. Keeping your tyres in good condition is very important for efficient and safe driving. We have here a guide on different steps you can take to maintain and improve your tyres' good health, no matter what.

VISUAL INSPECTION

The first thing you need to do is to have a long, hard look at your tyres. Look out for any cracks, bulges and irregularities on the tyre surface. Cuts or cracks on the tyres are caused due to stones, pieces of

glass, gravel and other bits of debris on the road. These tend to get wider with time and can lead to tyre failure. Sometimes, due to an impact, the inside of a tyre can get cut, leading to swelling. This can seriously affect ride quality. Also look for any small pieces of rubber sticking out from the tyre surface or sidewall. While driving, you may unknowingly scrape your rims on a kerb or on a potholed road. Minor scratches are not a worry, but major cracks can cause complete wheel failure. A damaged rim needs to be replaced as soon as possible.

CHECKING TREAD WEAR

Tread wear can be checked by looking at the tread wear indicator. This is a small arrow embossed on the outer wall of the tyre. If the outermost layer of your tyre touches the tip of the tread wear indicator, it is time for a new set of rubbers. Improper inflation, out-of-balance wheels, damaged suspension and overloading are some of the main causes of excessive wear.

The tread wear indicator is the fastest and easiest way to determine the depth of tread.

'It is advised to get your tyres checked once a month.'

Any tyre that has less than 2mm tread depth left needs to be replaced.

PERFORMING A TYRE PRESSURE CHECK

Believe it or not, tyres lose 1psi for every 5-7 degrees Celsius change in temperature. It is also difficult to see with the naked eye if a tyre is inflated

improperly. If you are confused about the correct inflation pressure, refer to the owner's manual. It is also important to check your tyres when they are cold. This is because the air in the tyre heats up and increases the pressure inside when you drive your car, leading to incorrect pressure readings. Watch out for any sudden drop (more than 2psi) in pressure in any of the tyres, including the spare. It is recommended to get your tyres checked once a month. Many a time, valve caps may go missing if not screwed back properly after a tyre pressure check. Keep a check on that, too.

WHEEL ROTATION

Wheel rotation involves changing the position of all your wheels, including your spare, after having been used for a certain distance. The main aim of wheel rotation is to ensure that all the tyres wear evenly. The rotation technique depends on the driveline layout (front-wheel drive, rear-wheel drive or four-wheel drive). Wheel rotation needs to be done every 5,000km (see image).

WHEEL ALIGNMENT

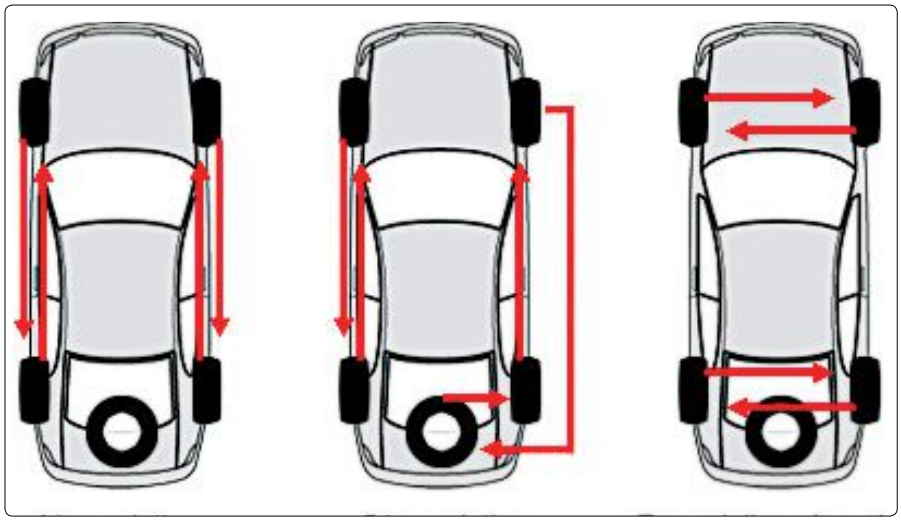
Unlike what the name suggests, alignment is basically calibration of the suspension and tie-rod settings. Alignment is needed if your car either pulls to one side, suffers from uneven tyre wear, or if the steering wheel vibrates. When you go in for an alignment, the following things are adjusted (see box).

1 CAMBER

This is the inward or outward angle of the tyre when viewed from the front of the vehicle. Too much inward or outward tilt, also known as negative and positive camber, respectively, indicates improper alignment and will need to be adjusted. Generally, if you drive more aggressively when cornering, more negative camber can be set. If you drive on highways and do very little hard cornering, more positive camber can be set.

2 CASTER

Your caster angle helps balance steering, stability and cornering. If you have positive caster, the steering axis will tilt towards the driver. Negative caster, on



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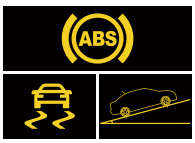

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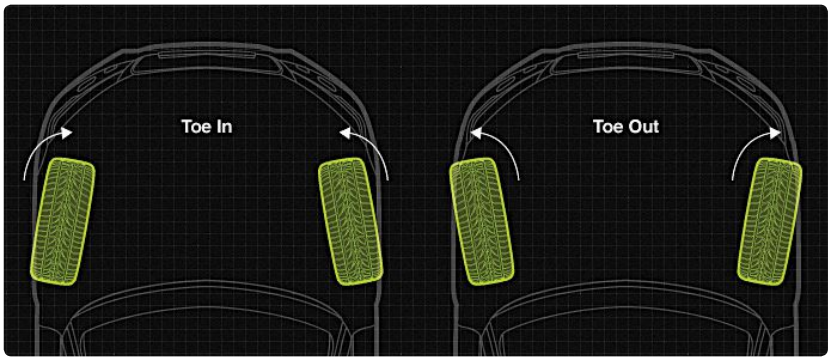
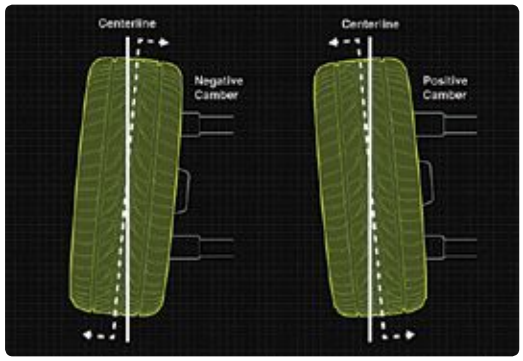


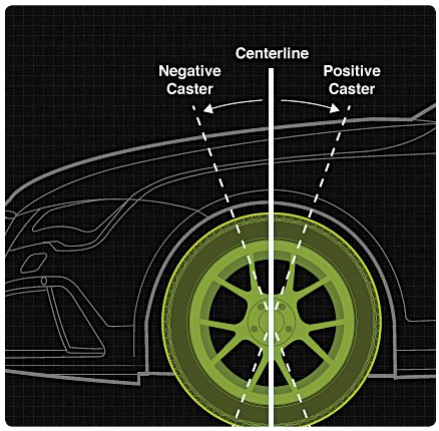


Toe in or toe out is the amount by which the wheels are closer or further apart at their front edges than the rear edges.

the other hand, means the steering axis tilts towards the front of your vehicle. Caster is important to steering feel and high-speed stability. Improper caster arrangement can lead to excess wear on the front tyres.

3 TOE

Distinct from camber alignment, toe alignment is the extent to which your tyres turn inward or outward when viewed from above. If that's confusing, just stand up and look down at your feet. Angle them inward, towards the centre of your body. When the tyres on your car are angled the same way, we call this toe-in alignment. Angle your feet outward and you have toe-out alignment. Both require adjustment. An improperly set toe can cause uneven wear.



Castor is key to steering feel, car stability.

WHEEL BALANCING

To begin balancing your wheel, a technician will mount them on the correct rims and adjust the pressure to optimal inflation. Then each wheel goes on the centre bore of a balancing machine. The machine spins the wheel at a high speed to measure the wheel/tyre combination imbalance. Tyre balancing is essential for proper tyre care for the same reason as wheel alignment: prevention of premature tread wear. It is recommended to have your tyres balanced every 10,000km.

TYPES OF WEAR

There are four main types of tyre wear: edge wear, centre wear, feathering and patch wear. Due to under-inflation, the inner or outer edges of the tyre wear excessively. This is edge wear. When the tyre is overinflated, the central portion wears out excessively. This is called centre wear. When a car is improperly aligned, it pulls to one side. This causes uneven wear, and is called feathering. If you are under the habit of braking hard, there is excessive wear in specific 'flat spots'. This is patch wear.

AQUAPLANING

While driving in wet weather, tyres are at risk of hydroplaning or aquaplaning. When a tyre moves through water, it creates a wave in front of it. Ideally, the tread is designed in such a way that it dissipates this wave by directing water to the sides instead of letting it interfere with the tyre contact area. Aquaplaning occurs more often in worn tyres, and can lead to accidents.

BLOWOUTS

A general misconception is that during summer, tyre pressure increases because of heat and therefore tyres are underinflated. This is a very wrong and dangerous practice. The heat built up in the tyre by the ambient temperature is radiated because black surfaces radiate heat very fast. Running them underinflated causes the tyres to flex more, resulting in greater heat generation. This causes cracks and leads to blowouts.

DEALING WITH PUNCTURES

The most commonly available puncture repair kit for tubeless tyres is the plug-puncture system. The kit consists of a plunger, puncture repair strips/plugs and the plug insertion tool. The puncture strips or plugs should be periodically checked and you should replace them every 18 months. However, you must be very careful while repairing the punctured tyre yourself as there is a chance of damaging the steel wires (that reinforce the tyres) while using the plunger tool. Tyre sealants are an alternative, though they may cause wheel shimmy at high speed (vibrations due to imbalance of tyres). If you are using tubeless tyres, it is a good idea to carry a spare tube which can be used in case of an emergency. In case of a puncture, always have the tyre repaired by a proper repair shop.

JAZZ UP YOUR RIDE

The right set of accessories will make your car look more appealing, feel more upmarket and improve comfort. Here are the ones worth buying.

Story Pradeb Biswas

IRRESPECTIVE OF WHETHER you are planning to buy a new car or have just bought one recently, it's likely that you have thought of accessorising your car. Accessorising will not only improve your car's comfort and convenience features but also help differentiate it from a similar make and model. The fact is that the right set of accessories will make your car feel truly upmarket and enhance its practicality. For example, a nice set of seat covers will improve the cabin ambience, a set of alloys can make it look more appealing and a better audio system will improve your aural experience.

'Buying from the aftermarket will help you save cash.'

With a wide range of accessories to choose from, deciding which products to buy and ones to avoid can get difficult for

new car buyers and owners. Also, they get more confused when car showrooms warn them against purchasing and installing accessories from the aftermarket as it will void the warranty. This is because the car dealers earn a big margin of around 15-25 percent by retailing accessories.

In comparison, aftermarket accessory shops retail products from diverse brands which are priced more reasonably. The best time to load up your new car is when you have just bought it.

But how much can one save by purchasing accessories from the aftermarket?

WHAT WON'T VOID THE WARRANTY

ALLOY WHEELS

It is one of the most popular car accessories as a stylish set of alloys can vastly improve a car's aesthetic appeal. Although the top trims of most cars come equipped with alloys, the aftermarket offers a wide range of brands and designs to choose from. Hence, most showrooms prominently display a rack of alloys in their accessories section. While choosing a set, ensure they are of the same size as your original wheels else they could prematurely wear out the tyre and suspension components. For a hatchback, showrooms will offer you a set for upwards of Rs 20,000 while in the aftermarket, the range starts at Rs 15,000.

LEATHER SEAT COVER

Other than luxury cars, most makes and models come equipped with basic fabric seats. Installing leather seat covers will improve the cabin ambience. They are more durable and there are different designs and materials available. Most showrooms offer only art leather seat covers as they are a

lot less expensive than genuine leather. But it only looks good and isn't comfortable. The art leather range starts at Rs 3,000 while the genuine range costs upwards of Rs 20,000.

TEFLON AND UNDERBODY COATING

No matter what precautions one takes, eventually, dust, grime and scratches end up damaging the car's paint, making it look dull. A layer of Teflon will help protect the paint and give it a shiny new look. Showrooms will charge you around Rs 4,000 for this while aftermarket car care shops will do it for around Rs 3,000.

The underbody of the car is always exposed to the elements, making the metal parts prone to start rusting early. Coating the car's underbody with a rubberised layer prevents corrosion. It even reduces noise from the car's underbody due to stone hits and as the rubber layer doesn't get chipped easily, water fails to reach the metal parts. Showrooms charge around Rs 3,500 for underbody coating while aftermarket shops offer it for Rs 1,800, which lasts for around two years.

CAR REFRIGERATOR

This is one accessory that actually helps keep things cool. Some even offer dual functions as portable chillers and warmers.

It is available in different capacities such as 8 litres, 12 litres and 18 litres. Some brands even offer a two-year warranty and are priced in the range of Rs 5,000-15,000.

ELECTRIC AIR COMPRESSOR AND JACK

If you have suffered a tyre puncture on a hot summer day or at night on a desolated road, you won't think twice about buying this accessory. If a tyre gets punctured and the spare one isn't in a usable condition, then only an electric air compressor can save

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your day. It needs to be plugged into the car's power socket; this enables its electric motor to inflate the tyre in around two minutes. So, you can reach the nearest puncture repair shop. As the name suggests, an electric jack significantly reduces the effort required to replace a flat tyre. They work on compressed air and can be placed below the car and provide substantial lift. This prevents a lot of heavy twisting and lifting. Electric air compressors are available Rs 1,500 onwards while electric jacks are priced from Rs 8,000.

HIGH-PRESSURE WASHER

Cleaning the car's exterior is a tedious and time-consuming task, especially if you prefer doing-it-yourself. This is the perfect tool to make it more fun. It is powered by an electric motor and requires an external water source. There are external attachments with varying pressure levels that help get rid of grime from otherwise inaccessible places like under the bumpers and mud guards. A good and well-engineered unit like this Bosch Aquatak costs around Rs 15,000.

VACUUM CLEANER

With regular usage, the car's interiors tend to get messy. Every time one steps into the car, the dirt and grime from our shoes get transferred to its mats and floor. A portable, handheld car vacuum is your best bet for cleaning up the car's interiors and is priced from Rs 1,000-2,500. They even come with multiple attachments which ensure that all nooks and corners can be reached.

'Aftermarket electrical accessories will void new car warranty.'

FLOOR MATS

These are designed to contain dust, dirt and water and keep the car's floor protected from them. They can also be removed and cleaned easily to get rid of the dirt. Usually, most showrooms offer free mats with every new car purchase but the basic plastic mats aren't any good. There are plenty of better options available in the showroom's accessories section as well as the aftermarket. Showrooms will charge you upwards of around Rs 1,500 for a set of floor mats while you can get decent quality ones in the aftermarket Rs 800 onwards.

CAR COVER

Unless you have the luxury of a covered parking spot, getting a car cover should be top priority. Although it is one of the least expensive accessories, it will protect your car's paint from damage that could turn out to be expensive. When left exposed to the elements, bird droppings, rain water and dust will end up leaving their impression on the car paint. And sprucing up the car's exterior is easier said than done. While showrooms will offer car covers bearing the model name from Rs 1,200, accessory shops sell simple covers for Rs 700.

GLASS CLEANER

To ensure good visibility, it is essential to keep the glass panels clean at all times. Not many car owners are aware that there are specific cleaning liquids available for automobile glass panels. The general cleaning liquids available in the market can end up damaging the car's glass surfaces. A bottle of glass cleaner will cost you a nominal Rs 300 and it's easy to use. It just needs to be sprayed on the glass panels and wiped off with a clean cloth.

AIR FRESHENER

Keeping your car smelling fresh and pleasant is difficult unless you rely on an air freshener to keep odours at bay. It is one of the cheapest car accessories that you can buy and are available for as little as Rs 150. Getting a pleasant fragrance when you enter gives the impression of a cleaner car.

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(Perfect for two-three year old cars)

'Always purchase accessories of reputed brands.'

AUDIO SYSTEM

With increasing urban congestion, getting stuck in traffic jams is inevitable. A good head unit and speakers can help in keeping your nerves cool while negotiating the rush hour traffic. Most showrooms offer a wide variety of brands that suit most budgets. The prices start at Rs 5,500 for a basic unit with CD and USB compatibility while the high-end touchscreen units will lighten your wallet by Rs 20-50,000. Accessory shops will offer you a basic head unit from Rs 3,000 onwards and the touchscreen range from Rs 10,000 onwards.

PARKING SENSORS

The base trims of most hatchbacks and sedans don't come equipped with this feature. It is a helpful feature while manoeuvring the car into a tight parking space. It comprises of three or five sensors which are mounted on the rear bumper. Some units get a separate graphic display which indicates the distance between their car and an obstacle or simply sound an alarm whose tone increases as the distance from the obstacles decreases. Showrooms offer this accessory from around Rs 3,500 onwards while the aftermarket has different brands available from Rs 2,000 onwards. The good bit is that some aftermarket brands even offer a one year warranty.

PARKING CAMERA

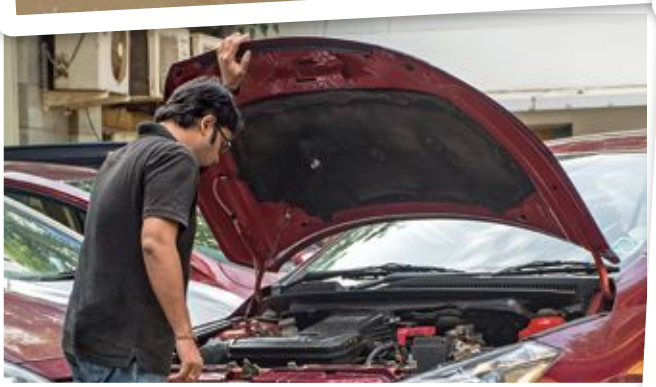
This accessory makes it extremely easy to park any hatchback, sedan or even a full-size SUV into a narrow parking spot. Some units get a separate pop-up display on the dashboard while others get an LCD mirror, but both give you a clear view of the surroundings. While showrooms quote upwards of Rs 10,000, most aftermarket accessory shops will offer you one from Rs 5,000 onwards.

DAY-TIME RUNNING LAMPS

In certain countries it is mandatory for all new vehicles to come equipped with day-time running lights. These lights automatically come into play whenever the vehicle is started and they remain on at all times. A pair of day-time running lamps makes it easier for other motorists to spot your vehicle irrespective of the light and weather conditions. Most showrooms stock DRL's from only reputed brands like Philips, for which the range starts at Rs 6,000. Aftermarket shops will offer you units for as little as Rs 1,000 but their quality could be a concern.

WATER WARNING

Given the host of problems flooded cars come with, you need to avoid buying one at all cost. Here's how.



WHEN BUYING A car, the one thing you absolutely don't want is a car that's been flooded. This, however, is easier said than done. Flooded cars today are so well disguised they are genuinely difficult to spot. Second-hand dealers make a handy packet when they buy them cheap, re-do them and then sell them on. Even new car dealers could get cars that may have been flooded at the stockyard and are desperate to sell them off, offering all sorts of freebies and "valid only for today" schemes. And it's not just the damp smell. Cars that have been underwater for prolonged periods encounter all manner of issues; some cropping up only later in the life of the car. This is because some flood damaged cars are all but impossible to re-build properly. Water can cause damage to the engine and transmission, high-tech electrical systems, and even the ECU or car's electronic brain, leading to erratic and difficult-to-cure

'Flood damaged cars are often near impossible to re-build properly.'

If the air freshener is too strong, it may be to cover up the damp smell owing to water damage.

Damaged service logs or papers could be a sign of the car having been flooded.

Electrical systems in cars are most prone to damage from flooding.

A water line inside any of the head- and tail-lights could be a sign of water damage.

problems. There are other problems too. Silt and mud can damage mechanical components, clog up the cooling systems and critically hurt systems like the steering and brakes. So, the best thing you can do if you see a flooded car, even a really attractive one at a great price, is run. Problem is, how do you spot one? Our guide can help.

WHAT TO LOOK FOR ON THE OUTSIDE

- Check and see if there are any obvious signs of corrosion at places where there should be none. Look at panel gaps near the bonnet and gaps between panels that are high up.
- Inspect the head and tail-lights carefully for a faint water line on either the outside or the reflector on the inside. Check all four.
- Look for signs of corrosion on unpainted metal components such as under dash brackets, under the body and bonnet joints.
- Look closely at difficult-to-wipe parts under the hood and in the boot. Water-borne mud and dirt trails may still be visible.
- Examine paper air filter elements inside the air cleaner for mud or silt that may indicate water has reached the engine.
- A rusty tool set is another giveaway and is something that can easily be overlooked by someone trying to disguise a flooded car.

WHAT TO LOOK FOR INSIDE

- Check for water-borne silt behind the dash and inside the glovebox. This is more common than you expect in flooded cars.
- Water damaged log books or service records should also raise a flag. Also be suspicious if the log books or records are missing altogether.
- If the nuts, bolts and screws that help fix the seat in place, along with the seat rails, seem rusted, make sure you investigate further.
- Look for badly fitted screws and bolts as it could be a sign that the seats have been removed and put back to help dry out the carpet properly.
- A really strong air freshener is another red flag. The damp smell of wet seats and a wet carpet are very difficult to remove, so often, unscrupulous dealers try and mask it.
- If the rubber drain plugs used on the floorboards and at the bottom of the doors look as if they have been removed recently, it might have been done to drain floodwater. One or two may also be missing as they often break on removal.
- Use a mirror and look below the seats to check if the springs are rusty.

Rust on any part of the car, be it under the seats or in the engine bay, could be a cause for concern.

- If all the lights on the dashboard aren't working when you switch on the ignition, it could be because of electricals damaged by flooding.
- The seatbelt not retracting smoothly could be a sign of rust inside.
- Check if the cable for the bonnet, boot, fuel lid and handbrake operate smoothly.
- A hard to modulate clutch could be a sign of flooding although this could also be owing to driving style.

WHATCAR? says...

Buying a flooded car is a complete no-no. So make sure you do everything you can to rule out that possibility. If you so much as suspect there is any water-related damage, we recommend you walk away from the deal. Else, get it looked at professionally by another authorised dealer, speak to the insurance company involved and get the dealer to give it to you in writing that the car hasn't been flooded. Either that or get ready to deal with a host of problems.

CNG VS WHICH IS A SM

A new diesel hatchback is more expensive to buy than a CNG powered one. But is it more efficient and can it deliver lower running costs in the real world?

Story Pradeb Biswas

Photography Priyank Chhapwale

THE INDIAN CAR MARKET offers some of the most fuel-efficient cars that money can buy. Diesel hatchbacks are the preferred choice for our 'mileage conscious junta'. But of late, CNG (Compressed Natural Gas) powered hatchbacks are also becoming more and more popular.

For example, the ARAI rated fuel efficiency of the Celerio diesel is 27.62kpl while that of the Wagon R Green in CNG mode is 26.6km/kg. On paper, the Celerio diesel seems to have the upper hand. Now, these figures are obtained in a strictly controlled environment within an efficiency testing laboratory which does not mirror the

DIESEL: ARTER CHOICE?

actual conditions that vehicles have to endure on our public roads like irregular traffic jams and so on.
As a result, the real-world efficiency delivered by cars usually differs from the ARAI ratings. So, to find out how efficient CNG and diesel cars are (when run in the same environment) and their real running costs, we decided to pit the CNG Wagon R Green against the Celerio diesel.

We have chosen these two, as they are among the most efficient and cheapest in their segment. Yes, the Maruti Alto 800 is also available in CNG but there's no comparable diesel.

Since CNG is available only in the major cities, we compared the advantages as well as the disadvantages of relying on both fuels for commuting in an urban environment. So, which one is more efficient, better to drive and cheaper to run?

WHAT IT COSTS

The Celerio VDi diesel costs Rs 6.06 lakh while the Wagon R CNG which is available only in LXi trim costs Rs 5.27 lakh (both prices, on-road Mumbai). So, the Celerio diesel turns out to be around Rs 79,000 dearer. It gets a 35-litre fuel tank. With diesel being priced at Rs 55.13, it cost us around Rs 1,929 to tank up. During the fuel efficiency test,

In CNG mode, the engine feels refined and accelerates smoothly.

With only a handful of CNG filling pumps, waiting in a long queue full of taxis is inavoidable .

it delivered 16.7kpl in city traffic. So, the average running cost of the Celerio diesel comes up to about Rs 3.30 per km.

In comparison, the Wagon R CNG gets a much smaller 14kg CNG tank but it took in around 11kg (depends on the filling pressure at the pump). With a kilo of gas retailing for Rs 42.95, it cost us Rs 472 to fill up the CNG tank which ran dry after covering around 184km in typical city driving conditions. As a result, the average running cost of the Wagon R CNG is around Rs 2.5 per km.

Unlike a diesel car, however, owning a CNG vehicle will require you to be patient especially while tanking up. With only few filling stations in every city, it's not uncommon to find a long queue. Also, with most taxis running on CNG, we always ended up spending a minimum of 25 minutes waiting for our turn, irrespective of whether we were tanking up during the morning or evening rush hour.

CALCULATION FOR RUNNING COST

Cost comparison	Cost per unit of fuel	Kilometres per unit	Cost per km = Cost per unit/ km per unit
Wagon R CNG	Rs 42.95	16.7km	Rs 2.5
Celerio diesel	Rs 55.13	16.7km	Rs 3.30

The CNG tank took in 11kg while the diesel tank drank 35 litres.

In CNG mode, there's sufficient power to overtake slower traffic.

HOW DO THEY DRIVE?

Until now, car manufacturers have stayed away from offering diesel engines in the entry-level segment but Maruti has made an exception with the Celerio diesel. In fact, its 47bhp 793cc, two-cylinder engine is the world's smallest diesel engine in a passenger car. Maruti has developed this all-new diesel engine internally from scratch, just for this segment. On paper, the power figure doesn't look impressive. But the motor makes 12.2kgm of pulling power (torque) and coupled with a light kerb weight of 810-900kg, it delivers just about acceptable performance.

The engine does make a fair bit of noise when you fire it up and refinement levels aren't very good either. The engine

The easy-to-operate toggle switch lets you alternate between CNG and petrol modes.

noise increases when driven hard but it's within acceptable levels. The small diesel engine feels best when driven in a relaxed manner. It pulls well from slow speeds and gains speed smartly. So, driving in the city isn't much of a bother. However, when pushed hard, the power trails off quickly and it feels breathless.

We were somewhat skeptical about the performance of the Wagon R CNG especially since engines running on gas tend to make lower power. There's an easy-to-operate switch which lets you toggle between CNG and petrol modes. In petrol mode, the Wagon R's 1.0-litre, three-cylinder engine makes 67bhp against 58bhp in CNG mode — a full 9bhp less. We were keen to find out whether the Wagon R, while being driven in CNG mode, could keep up with traffic and overtake slower vehicles. So, we are happy to report that it performed quite well.

'A CNG car is cheaper to run than a diesel powered one.'

In CNG mode, the gas gets the engine to feel refined and it revs smoothly too. In fact, without looking at the toggle switch, it's difficult to tell on which fuel the car is running. It responds well to throttle inputs and delivers power smoothly without jerks. Even with the AC on and a steady right foot, it was easy to filter through traffic. Compared to the petrol mode, it does feel a bit sluggish but not by much.

As a safety measure, there's a micro-switch in the fuel lid which cuts off fuel supply to prevent accidental starting of the engine during re-fuelling. In case the CNG system malfunctions, a warning light will blink on the instrument cluster. The cabin also comes equipped with a fire extinguisher for additional safety. Maruti claims that the high pressure CNG pipes and joints are manufactured from stainless steel to ensure safety from corrosion, vibration and leakage.

The large CNG tank significantly reduces usable boot space.

WHATCAR? says...

A CNG car is cheaper to run than a diesel. A new one will cost less than a diesel powered one. But limited CNG filling stations mean you need to be prepared to spend a reasonable amount of time waiting for your turn while tanking up. Also, with CNG pumps being restricted to major cities and the tank size being smaller than their diesel counterparts, the highway touring ability is restricted. Thus, a CNG powered vehicle is ideal as a city runabout. In comparison, there are plenty of fuel pumps retailing diesel in cities or on highways. And with a bigger diesel tank and longer range, you don't need to limit your travel plan.

FRUGAL FIVE: LAB VS REAL WORLD

Irrespective of the price range, expensive or affordable, fuel efficiency is an aspect which is given prime importance in our country while buying a car. This fact holds true even when it comes to buying a diesel hatchback. Manufacturers do claim unbelievable ARAI fuel efficiency figures for each car, but the thing is, their claimed figures are the ones achieved in tests which are carried out on controlled tracks and under most favorable conditions. The end user, on the other hand, drives in completely different conditions with rough roads, loads of traffic and hotter temperatures to deal with; all of which have a big impact on the fuel efficiency. Keeping that in mind, we got together five very fuel-efficient diesel hatchbacks in the country today and pit them against each other to find out where exactly they stand in terms of fuel efficiency in real world conditions. We drove them on city streets with bumper to bumper traffic and also on some open stretches to find out what efficiency to expect from them.

HOW WE DID IT

To get accurate fuel reading of each car in relation to the others, we ran all five cars back to back in different driving conditions. By doing this, we negated any possibility of some cars having more favourable conditions than the other. We also used a GPS for a true distance reading as trip computers on most cars aren't accurate. To remove any fuel filling error, we did this test twice, both in city traffic and on the highway. These tests were done in and around Mumbai, so the figures may vary depending on driving conditions in your city.

'Fuel efficiency is given prime importance in our country while buying a car.'

Photography Ameya Dandekar

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NISSAN MICRA

THE MICRA DIESEL is powered by a 1461cc diesel motor which makes 63bhp. In terms of performance, it feels quite responsive and delivers power in a very linear manner. The engine feels lively right from standstill and as a result, is really nice to drive at city speeds with minimum gearshifts which helps its efficiency too. Its ARAI claimed fuel efficiency figure is 23.08kpl. However, our test cycle reflected 14.6kpl in the city whereas on the highway, it delivered 19.5kpl. There are various factors that help the Micra achieve good fuel efficiency figures like its responsive engine and its light 1,008kg kerb weight.

23.08kpl
KPL CLAIMED

17.55kpl
TRUE KPL

HONDA JAZZ

THE NEW JAZZ DIESEL is Honda's most fuel-efficient car currently on sale in India. Powered by a 1.5-litre i-DTEC engine that produces peak power of 98.6bhp at 3600rpm and 20.4 kgm of torque coming in from a lowly 1750rpm, the Jazz is quite effortless to drive, which in turn helps the efficiency as well. The tall sixth gear also helps it cruise efficiently on the highway. The claimed efficiency figure of the Jazz is 27kpl, and when we tested the car, it returned 14.8kpl in the city and 20.1kpl on the highway. Now that's a sizeable difference in the efficiency figures from the lab numbers but the Jazz still remains one of the most efficient cars we've ever driven.

27kpl
KPL CLAIMED

17.45kpl
TRUE KPL

HYUNDAI GRAND i10

THE GRAND i10 is powered by a 1120cc diesel motor which produces 70bhp and 16.3kgm of torque. This three-cylinder motor is essentially the same one used in the i20 with one cylinder less. It does have the inherent vibrations of three cylinders at idle, however, it smoothens out as you gather pace. In terms of fuel efficiency, the ARAI claims a figure of 24kpl, which is quite impressive. However in the real world, it delivers 15.4kpl in the city and 19.6kpl on the highway. The average fuel economy translates into an overall figure of 17.5kpl which is not close to the claimed figure but isn't bad either.

24kpl
KPL CLAIMED

17.5kpl
TRUE KPL

CHEVROLET BEAT

THE CHEVY BEAT, with its small, 1.0-litre diesel engine, is one of the most frugal cars on sale today and its claimed figures of 25.44kpl is among the best as well. It is powered by a three-cylinder 936cc motor with 57.5bhp and 14.53kgm of torque. Despite the engine's small size, the Beat feels peppy to drive in town and you can get away with higher gears at low speeds. Even on an open road, the Beat feels surprisingly capable and occasional highway stints are dispatched without much strain. This helps it post some really good fuel efficiency figures. It returned an impressive 16kpl in the city and 19.1kpl on the highway.

25.44kpl
KPL CLAIMED

17.55kpl
TRUE KPL

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MARUTI CELERIO

THE CELERIO DIESEL has a claimed efficiency figure of 27.62kpl, which would make it the most efficient car on sale in India. Maruti's first internally developed diesel engine for India comes in a small size of 793cc and uses two-cylinders, producing maximum power of 47bhp at 3500rpm and 12.74kgm of torque at 2000rpm. With its limited power output, it is not very nice to drive; its engine feels best for city driving and feels quite strained on the highways. It excels where it matters; in the city it covers 16.7km on a litre of diesel and on the highway, it travels 20.9km. These figures make it, by far, the most efficient car we've tested till date.

27.62kpl
KPL CLAIMED

18.8kpl
TRUE KPL

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MRF Tyrepedia: Get to know your tyres

In part two of the series powered by tyre experts MRF, we share important tips you should know about your tyres.

In this edition of MRF Tyrepedia

- RECAP
- WHAT ARE TREADS?
- DIFFERENT KINDS OF TREADS
- WHAT IS TYRE ROTATION?
- WHAT IS WHEEL BALANCING?
- HOW TO FIX A PUNCTURE ON A TUBELESS TYRE
- MRF T&S - THE DESTINATION FOR TYRE CARE IN INDIA

RECAP

In our last edition of Tyrepedia, we shared details about the importance of tyres. We showed you the different types of tyres, the advantages of tubeless tyres, the need to maintain the right air pressure and how to read a tyre sidewall. This time, we're taking a closer look at tyres and how to keep them running smoothly. Let's go.

WHAT ARE TREADS?

The tread is the rubber on the circumference of the tyre. This is the part of the tyre that makes contact with the surface the car is being driven on. The main function of the tread is traction. With use, the tread gets worn out and the quality of traction suffers. Now, there are grooves and patterns moulded into the rubber. Though these are referred to casually as treads, they are actually

the tread pattern. Confused? If you've ever seen tyres on race cars, you may have noticed that they do not have any grooves or patterns on them. They have a tread, the outermost layer of rubber, but no pattern. The main function of the grooves is to help cut the surface tension of standing water, thus increasing resistance to aquaplaning and channel water away from the tyre. With use, the tread pattern gets worn out and starts becoming shallower. This decreases the effectiveness of the tyre and if not replaced, could be dangerous. You also may have noticed small tread patterns on the edges of the tyre. This is called the 'pitch'. Its job is to enhance performance and provide better steering and stability. It's most useful on winter tyres and helps bite the ice and grip the road. The pitch also usually wears out before the rest of the tyre.

TREAD TYPES

In our last edition, we covered different types of tyres. One factor that differentiates them is the tread pattern. Treads have grooves. The lateral and longitudinal lines that you see on the surface of the tyre make up the tread pattern. And patterns come in a variety of options, from the simple block pattern to the sleek-looking 'V' pattern.

SYMMETRIC TREAD PATTERN:
MRF ZLX, ZVTS, ZV2K and ZVTV

This is probably the most common type of tread pattern in use today. It has grooves running from the centre to the sides forming a rib-like pattern. This helps drain water faster and helps grip on wet roads. The symmetric design also allows it to be installed without worrying about the rotational direction.

ASYMMETRIC TREAD PATTERN:
MRF Z.L.O. and Wanderer SPORT

These tyres have two different tread

designs. One design on the inside edge and another on the outside edge. This unique tread pattern consists usually of larger and stiffer tread blocks on the outside that help with cornering performance whilst the inner blocks are particularly suited for wet performance. Asymmetric tyres must be fitted with the correct side facing outwards – this is marked on the sidewall of the tyre to get the best performance.

UNIDIRECTIONAL TREAD PATTERN:
MRF Zapper (for 2 wheelers only)

Also known as directional tread pattern, these tyres sport a 'V' shaped design that performs best when mounted in a specific direction. This design also helps reduce the chances of aquaplaning when the vehicle is being driven fast. As a result, this pattern is seen on certain cars and bikes.

ALL-TERRAIN TREAD PATTERN:
MRF Wanderer AT, ZGP and ZVRL

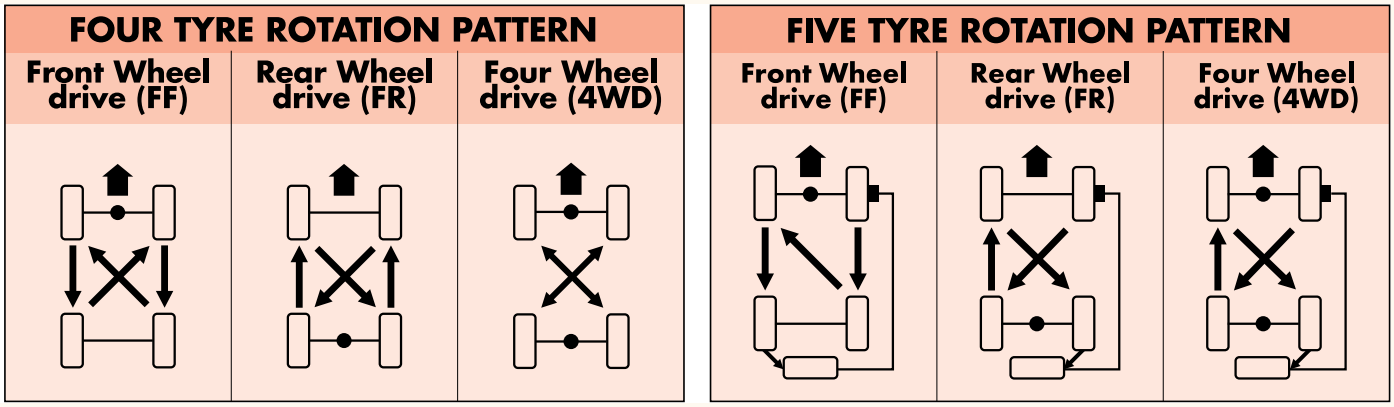
These are tyres designed for use on and off the road. They feature deeper tread depth,

wider tread grooves and larger tread blocks than other tyres. This tread pattern allows increased traction capability on muddy or rocky terrain while still ensuring good road traction and handling. Usually, these tyres are mounted on SUVs.

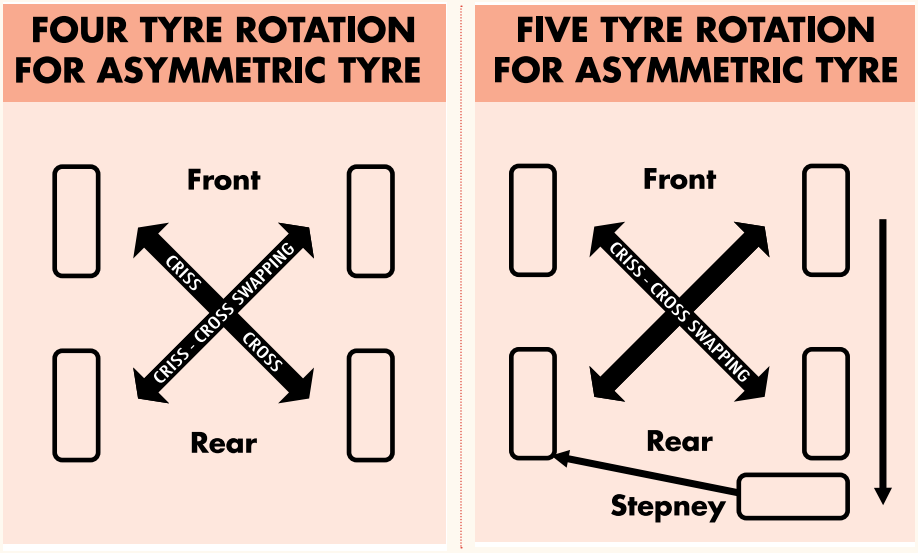
You need not get confused if you're wondering which tyre to mount on your car. All you have to do is check with an MRF T&S centre and their trained staff will recommend the best options for you. Visit www.mrftyres.com to find the T&S centre closest to you.

WHAT IS TYRE ROTATION?

The practice of moving the wheels and tyres of an automobile from one position to another in a set sequence to ensure uniform tyre wear, is known as tyre rotation. Normally, one would consider tyre wear undesirable. But they will naturally wear out with use. Tyre rotation ensures all tyres wear out evenly and helps increase its lifespan. But, you may wonder, why do tyres not wear out evenly? They're on the same car, they're being driven the same distance, so they should wear out the same amount too. Front and rear tyres do different jobs, so they wear out at different rates. In front-wheel-drive cars, the front tyres transmit drive and steer while the rear tyres are pulled along. In rear-wheel-drive cars, the rear tyres transmit drive and the front tyres steer. The cornering and braking load on the tyres also varies. Tyre rotation helps even out irregular



These simple instructions show how 4 or 5 tyres must be rotated to ensure even wear on front- and rear-wheel-drive vehicles.



Asymmetric tyres need a slightly different rotation cycle, as shown above.

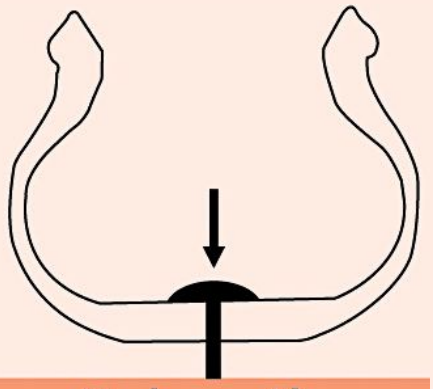
wear patterns that are caused by these circumstances. This helps extend the life of the tyres. Tyre experts MRF recommend that tyres should be rotated every 5,000 to 8,000km for best results. Check the diagrams to see how MRF recommends tyres be rotated.

WHEEL BALANCING

This may bring back childhood memories of chasing a tyre with a stick to keep it rolling for as long as possible. But wheel balancing is quite different. Wheels and tyres are never exactly the same weight all around, for eg, the valve hole in the wheel will reduce a small amount of weight from that side of the wheel. Tyres too have slight imbalances due to slight deviations in the shape or slight weight imbalances. This is normal. The problem is that at high speeds, a tiny weight imbalance can become a large imbalanced centrifugal force causing vibrations, spoiling ride quality and causing irregular and damaging wear on the tyres. This is why, as with all things, balance is necessary. Balancing a tyre and wheel assembly involves mounting it on a balancing machine and spinning the wheel. The machine spins the assembly at a very high speed to determine the heaviest point and signals the operator as to where and how much weight has to be placed in order to balance the wheel. What you should know is that balance changes over time as the tyre wears out. It will change when you rotate tyres. And as with most other maintenance activities, balance helps extend tyre life.

GET PRACTICAL

You already know how to change a tyre. But what if you have a puncture? Well, if your tubeless tyre has been punctured and you can't find any tyre repair shop or fuel station close by, here's a quick look at what MRF says can help. The plugs, inserts and other requirements can be purchased from an MRF T&S Centre.



Mushroom Plug

The permanent repair method for tubeless tyres:

- The mushroom/stem and patch method is an effective method of tyre repair
- It seals the puncture from the inside and the outside
- There is no air leakage after repair
- As it requires the tyre to be de-mounted, it is time-consuming

Templug Inserts

The temporary repair method for tubeless tyres:

- The Push and Fill method is only recommended as a stop-gap arrangement
- It is quick, easy and saves a lot of time
- Since the tyre is not de-mounted, the extent of damage hidden inside cannot be properly assessed
- The Templug inserts need to be used properly otherwise leakage is possible

MRF T&S – THE DESTINATION FOR TYRE CARE IN INDIA

The concept of service for tyres was introduced for the first time in India by MRF. Service is critical to ensure optimum tyre performance and periodic maintenance at a T&S with state-of-the-art tyre care equipment like wheel balancers, wheel aligners and nitrogen inflators that ensure a safe drive for you and your family.

Log on to www.mrftyres.com to locate the MRF T&S outlet closest to you.

Second time lucky?

Hyundai and Honda define the class when it comes to large hatchbacks. But which petrol hatch is better, the silky smooth Hyundai or the peppy Honda?

Photography Paul Dewars

WHATCAR? Road Test Centre

The contenders

Honda Jazz i-VTEC VX
List price Rs 7.29 lakh
The Jazz got outdone by the diesel i20. But in petrol guise, can Honda turn the tables on the i20?

Hyundai i20 VTVT Asta
List price Rs 6.93 lakh
The i20 has been the choice of car in its segment for a while. But can it cement its position in this petrol battle?

What's new?

JUST LAST MONTH, the Hyundai i20 diesel took on the highly capable and very practical Honda Jazz diesel and came away victorious; but the margin was rather slim. It was mainly down to the much more refined and powerful 1.4-litre diesel engine in the Hyundai. That advantage doesn't exist here, as we compare the 88bhp petrol Jazz to the 82bhp i20.

Honda is well known for its petrol engines and the Jazz uses the tried-and-tested 1.2-litre i-VTEC motor from the Brio and the Amaze. The Hyundai i20 is easy to drive and also has a strong engine. So, with less than Rs 50,000 separating the top-end versions, which car should you put your money on?

What are they like to drive?

THE NEW JAZZ is powered by a 1.2-litre i-VTEC engine. Making a very healthy 88bhp, it is more than 6bhp up on the Hyundai. Like other Honda motors we've experienced, it is free-revving and constantly urging you to rev it for all its worth. It makes the Jazz feel very eager to accelerate, and displays a good turn of speed when you ask for some extra performance, even beyond 6,000rpm. However, it does lack some low-speed punch and takes a bit of time to get going. The slightly taller gear ratios also mean you have to downshift more often than in the i20, and this means it doesn't feel as peppy under normal driving conditions as the Hyundai. This engine is also very refined. Idle is almost inaudible, the motor purrs at low engine speeds and it's only when you are really pushing it that it gets buzzy. But it never sounds harsh. It's just as well that the slick-shifting gearbox is an absolute delight to use.

The 1.2-litre engine feels peppy and is very free revving.

The i20's 1.2-litre engine feels smooth and responsive in the city.

The i20 comes with the familiar 1.2-litre Kappa2 motor. Producing 82bhp, it is down by around 6bhp on the Honda. But don't let that fool you into thinking that performance is less than adequate. Prod the throttle and the i20 simply leaps forward. The motor is very responsive and has a solid tug from low engine speeds, which makes it ideal for city driving. In fact, so good is the pulling power and so strong the initial response to a tap on the accelerator that power delivery often feels a bit too sudden and that takes some getting used to. What this allows you to do quite effectively is use a much higher gear – so where you would otherwise use second gear, the Hyundai allows you to use third. So, you don't need to change gears frequently, but if you want to, the crisp and quick gearbox is quite nice to use. But where this engine lacks is in the midrange, where it doesn't feel very strong and overtaking moves have to be planned well in advance.

None of these cars handle like hot hatches but both are enjoyable to drive all the same. Turning the Jazz hard into corners does result in the tyres fighting for grip, but it hangs on better than you expect it to, especially when you look at the slim rubber. Even the electric power steering feels quite accurate and retains its natural feel in the way it weights up. At expressway speeds, the Jazz rides flat, even when suddenly confronted by a rough patch.

DESIGN Jazz's dash looks more interesting with its asymmetrical design but is quite functional.

QUALITY Overall fit, finish and quality is good but cabin doesn't feel as premium as the i20's.

DESIGN i20's dashboard is simpler but it still looks smart, upmarket and is practical too.

DUAL-TONE THEME Well-executed dashboard theme is standard across the range.

Conversely, at low speeds, the ride isn't exactly plush and sharper edges thump into the cabin quite easily. It also has the noisier suspension of the two.

The i20 doesn't have much affinity for corners and the soft suspension means there is more body roll when pushed. Even the steering feels disconnected, vague and over-assisted most of the time. On the plus side, the fat 195/55 R16 tyres on this Asta version grip well, instilling some confidence.

The Hyundai's silent suspension though does a good job of cushioning passengers from bad roads. It's only sharp edges and deep potholes that thump through and we suspect that's more because of the low-profile rubber on these 16-inch wheels. Up the pace on an uneven surface and the damping gets a bit erratic – it feels secure, but the ride isn't as flat or settled as on the Jazz.

The brakes too don't inspire great confidence in the i20. We found the initial bite to be a bit weak and the brake pedal feels wooden under hard braking.

'The Jazz is clearly more voluminous and it's better to drive.'

What are they like inside?

THE JAZZ'S DASHBOARD has a really funky design theme with a flurry of asymmetric cues. It is also well thought out, with nice touches including touch controls for the air-con. There are as many as nine cupholders and quite a few cubbyholes too, so you won't find yourself short on storage spaces for small items. Overall plastic quality, though largely good, is still not quite as good as on the Hyundai. But excellent fit and finish isn't the i20 cabin's only strong suite. Between the two, we preferred the i20's dash – with its two-tone treatment and its coherent architecture – over the Jazz's busy design. The gearbox at the dash base, is easy to reach and even the audio player, positioned high up, allows for easy access. Sure, the audio system itself may not look cutting edge, but it does feature 1GB onboard storage.

Like the old car, the brilliance of the new Jazz lies in unbelievable space efficiency. Entry into the massive cabin is made easy by large doors which open wide. Outward visibility is good, thanks to the generous glass area, but the front quarter-windows near the slim A-pillars obstruct view. The front seats have a tall seating position and are pretty broad with generous bolstering and are comfortable over long journeys. In the rear, the seat squab is a touch short, so under-thigh support is not as good as we would have liked. Other than that, it's hard to fault the back seat. The adjustable back rest, terrific head- and legroom plus generous width make the bench comfortable. The flexible manner in which the rear seats function is also outstanding. But unlike the old car, only top-spec Jazz models will get the 'magic seats' at the back. These seats split, fold flat and flip upwards to make space for all shapes and sizes of cargo – that's if the massive 354-litre boot won't meet your needs anyway. Now, you can also form a recliner by pushing the front seat backrests fully till they meet the rear seat base.

The i20, on the other hand, may not have the flexible seating of the Jazz but on its own, it is adequately spacious and practical enough. The i20's rear bench is very well

Equipment & safety

THE TOP JAZZ trims will come equipped with a 6.2-inch touchscreen audio system. The i20 doesn't get a touchscreen unit as of now, but soon, it will be offered with one. The Jazz also gets satellite navigation which is a very useful feature the Hyundai misses out on. The Honda also comes with a reclining back seat and magic seats which improve comfort and versatility. But surprisingly, on the new model, only the top variant gets 'Magic seats' (which flip and fold). The Jazz comes with automatic climate control in the top trims and also feature a touchscreen interface like on the Honda City. The Hyundai, on the other hand, is very well-equipped and gets unique features like keyless go, auto dimming mirrors and rear AC vents. Both cars come equipped with steering mounted audio and Bluetooth controls, push button start/stop, height adjustable driver's seat and a rake and reach adjustable steering wheel. Even on the safety front, both are evenly matched and they come equipped with two airbags and ABS with EBD. Surprisingly, the Jazz gets a rear camera but no parking sensors while the i20 gets both.

BEST EQUIPPED

Jazz Petrol engine is punchy and free revving; loads of cubby holes and storage spaces in the cabin; sat-nav is a useful feature; gearshifts are slick and precise.

i20 Keyless-go is convenient; i20 to get a touchscreen soon; unlike the Jazz, the i20 gets parking sensors along with the camera; rear air-con vent helps cooling.

Equipment ✓ Standard ✗ Not available	CD, aux, USB	Bluetooth connectivity	Touchscreen interface	Navigation system	Keyless go	Rear AC vent	Auto-dimming mirror	Auto-folding mirrors	ABS	Airbags
Honda Jazz i-VTEC VX	✓	✓	✓	✓	✗	✗	✗	✓	✓	2
Hyundai i20 VTVT Asta	✓	✓	✗	✗	✓	✓	✓	✓	✓	2

BEST FOR SPACE

There's almost an excess of cabin space. Front seats are well shaped but rear seats lack enough thigh support.

Though not as spacious as the Honda, the i20 is quite roomy and has the comfier seats of the two.

contoured and is easily more supportive than the Jazz's. Sure, it doesn't have as much knee room as the Jazz, but it's more than enough, and the ample cushioning, generous thigh support and a nicely judged backrest angle make it a relaxing place. Similarly, the front seats are very comfy and it's easy for most people to get into a good driving position. Even the i20's boot, at 285litres, is quite large and enough for a weekend trip.

Jazz's boot is big and well-shaped; the i20's is smaller but still big enough.

Buying & owning

THE JAZZ, IN this top VX trim, costs around Rs 42,000 more than the top-of-the-line i20. Considering that the Jazz has more equipment than the i20, makes them equally good as far as value for money is concerned.

Where the Jazz definitely has an edge over the i20 is in terms of fuel efficiency. If you go by the ARAI figures for both the cars, the Jazz has a 1.5kpl advantage. But these figures can be misleading sometimes and we will have to test the two cars to give you a definitive verdict as far as economy is concerned. Both the companies are good with aftersales service but Hyundai has a wider network.

Our verdict

THE i20 IS a well-engineered product with decent performance and practicality. Its appeal lies in its premium cabin and attractive looks. The top-spec i20 is superbly kitted and sets the standard for equipment and features in this class. It is decent value for money and promises a hassle-free ownership experience. The i20, however, doesn't have as good an engine as the Honda. On its own, the engine is quite decent but when compared to the free-revving Honda unit, it falls a bit short. In terms of ride and handling too, it doesn't feel as surefooted or secure as the Honda. The Jazz's cabin, although not as premium as the i20, is quite good with its unusual dash design and the acres of space and practicality it offers is its trump card. So, in the end, the larger and more practical Honda with its better engine pips the Hyundai at the finishing line.

Honda Jazz i-VTEC VX ★★★★○

1

For Peppy engine, space and practicality
Against Cabin lacks premium feel
Verdict Clever and practical petrol hatch you can't go wrong with

Hyundai i20 VTVT Asta ★★★★○

2

For Quality cabin, comfortable ride
Against Engine lacks punch, dull to drive
Verdict A good all-round hatch but is outdone by a better Honda engine

Honda Jazz i-VTEC VX

List price Rs 7.29 lakh

Economy

ARAI	18.2 kpl
Tank	40 litres
Range	NA

Space 354litres

Buying details

https://www.hondacarindia.com

Engine and performance

Size	1199cc
Peak power	88.7bhp at 6000 rpm
Peak torque	11.21 kgm at 4800rpm

WHATCAR? Peformance Figures

Weather conditions Fine

Acceleration **50-80kph** through the gears: 4.44 sec

20-80kph in 3rd gear: 14.26 sec

40-100kph in 4th gear: 20.27 sec

Braking **80-0kph**: NA

0-100kph 13.29 sec

Top speed NA kph

Hyundai i20 VTVT ASTA

List price Rs 6.93 lakh

Economy

ARAI	18.6 kpl
Tank	45 litres
Range	NA

Space 285 litres

Buying details

http://www.hyundai.com/in

Engine and performance

Size	1197cc
Peak power	82bhp at 6000 rpm
Peak torque	11.7 kgm at 4000 rpm

WHATCAR? Peformance Figures

Weather conditions Fine

Acceleration **50-80kph** through the gears: 5.37 sec

20-80kph in 3rd gear: 16.16 sec

40-100kph in 4th gear: 26.26 sec

Braking **80-0kph**: 25.84m

0-100kph 15.71 sec

Top speed 167 kph*

*estimated, all prices ex-showroom, Delhi

Compact battle

WHATCAR? Road Test Centre

Is the new Ford Figo Aspire up for the task of being the best petrol compact sedan in its segment?

Photography Kuldeep Chaudhari

The contenders

Ford Figo Aspire Titanium+
List price NA
Does the promising Figo Aspire have the firepower to unsettle the segment best?

Tata Zest XT
List price Rs 6.29 lakh
With class-best space and power, and a competitive price tag, is the best Tata ever also the best in this segment?

Hyundai Xcent SX (O)
List price Rs 6.87 lakh
It's got character in spades, a good engine and quality interiors. Will it be a hindrance to the Aspire's aspirations?

All prices ex-showroom, Delhi

What's new?

A FEW YEARS ago, three to be precise, there weren't too many options in the now bustling compact sedan segment. Today, there are about four different cars to choose from and every big car manufacturer has its presence in this lucrative segment. Ford, will be the latest and the fifth carmaker to enter the sub-four metre segment with the Figo Aspire sedan. The Figo concept was shown at the 2014 Auto Expo and one must say, the final product is not too different from the concept car. The styling is fresh, the interior is well-appointed and a choice of three engines and two transmissions all seem well thought of. It sounds impressive and is good to look at but it has to beat established competition in every aspect to emerge as a winner. The petrol-powered Hyundai Xcent is one of the best bets in this segment and since these sedans use compact 1.2-litre engines, we've got the more powerful turbocharged Zest along as well.

What are they like to drive?

Ford Figo Aspire ★★★○○
Tata Zest ★★★○○
Hyundai Xcent ★★★★○

THE FIGO ASPIRE'S 1.2-litre engine is similar to the Figo's but gets additional tech like variable valve timing. As a result, it has a higher power

output of 87bhp. This engine feels comfortable at sedate speeds, part-throttle responses are good and it is also a smooth and refined unit at low and medium engine speeds. However, if you are expecting strong performance from this unit, you will be left wanting. The moment you step on the accelerator, the lack of mid-range and top-end is felt. This makes it a little difficult to drive on open roads and highways, where the relative lack of punch means overtaking manoeuvres have to be planned. It also took a long time in our 0-100kph test at 16.63 seconds, which makes it the slowest car in this class. The engine is thus tuned with city driving in focus, and it does really well in the urban setting.

'None of the three are luxurious but the Ford is most comfy.'

The Zest is the only car in this segment to get a turbocharged petrol engine with three driving modes – City, Eco and Sport. It starts by default in City mode, in which the engine responses are good and performance is sufficient. Switch to the Economy mode and the car feels very dull to drive. One would often reach out for the Sport button when you need to overtake while using the Eco mode. In Sport, the engine's power and boost swings into action, there's a major transformation and it feels very responsive, pulling well from any speed. However, the engine is not free-revving and there's some delay between pressing the accelerator and

Ford Figo Aspire Titanium+

Aspire is the slowest in outright acceleration, but the engine is smooth and refined.

WHATCAR?

Test figures | Weather conditions Fine

Acceleration **50-80kph** through the gears 5.29 sec

0-100kph	Top speed
16.63 sec	NA

359 litre of boot space very useable.

Tata Zest XT

The turocharged Zest delivers strong performance, it doesn't score on efficiency.

WHATCAR?

Test figures | Weather conditions Fine

Acceleration **50-80kph** through the gears 5.46 sec

0-100kph	Top speed
13.74 sec	NA kph

360-litre boot has a narrow loading lip.

Hyundai Xcent SX (O)

Easily the best engine amongst the three, the Xcent is responsive and smooth.

WHATCAR?

Test figures | Weather conditions Fine

Acceleration **50-80kph** through the gears 4.82 sec

0-100kph	Top speed
14.23 sec	172 kph

407-litre boot largest in class.

Design
Well-appointed interior with clever touches best of the lot.

Driving position
Comfy seats and steering position driver focussed.

Seats
Seats are supportive and space utilisation is clever.

Design
Zest's dashboard looks modern and quality is decent.

Infotainment system
Only car to get touchscreen interface which works well.

Seats
A touch on the firmer side but cabin is spacious and wide.

Design
Simple, yet well-built dash feels upmarket.

Driving position
Low seats, steering position, make it easy to drive.

Seats
Thin seats not the most comfortable, but space is good.

engine responding. The gearbox is not precise compared to the other two cars either. It is good on the highway though; when we tested it, the Zest took just 13.74 sec to 100kph from standstill, making it the fastest car in this comparison.

The Hyundai Xcent has the least power output on paper here at 81bhp, but what figures on paper don't reveal is the real world driveability, where the Xcent excels. Its engine is both responsive and spins cleanly to the redline, accompanied by a nice note. There is sufficient bottom-end to make city driving easy and one wouldn't

'The Zest offers good ride but is slow to change direction.'

feel shortchanged for power even on open stretches; it's clearly nicer than the Ford. Where you need to shift a gear down in the Zest and the Aspire, the Xcent will do it in the same gear. This makes it relaxing to drive and what adds to the joy of driving the Xcent is the light and smooth five-speed gearbox. However, it is slower than the Zest to 100kph at 14.23 sec, although it is more than 2 seconds faster than the Aspire which has 5bhp more.

In the ride and handling department, Ford seems to have focussed more on comfort. The suspension absorbs road irregularities really well and it does the job silently too. Ford has always managed to give its cars the right balance between ride and handling; but on the Aspire, ride is clearly the

focus. The new Ford does take to spirited driving well enough, but the sharp handling and precise steering one expects from a car with a Ford badge is lacking. The steering feels a little loose around the straight-ahead position and there's ample amount of body roll when you dive into corners and that's out of character for a Ford. Braking is very impressive and instills confidence, and it doesn't fade even under repeated hard braking.

Drive the Zest over broken roads and it remains unfazed as the suspension takes all the beating without disturbing the occupants. It remains silent and consistently flat over potholed surfaces, even as the speeds rise — its straightline stability is good and the car feels sure-footed. However, show it a series of bends and the Zest is slow in changing direction. Apart from body roll, the steering feels numb and vague at high speeds and another big deterrent are the brakes that offer sufficient stopping power, but tend to fade after repeated hard braking sessions.

The Hyundai, in comparison, lacks the Zest's cushy ride or the Aspire's pliancy over rough surfaces. Its suspension feels

Equipment & safety

Ford Figo Aspire ★★★★○
Tata Zest ★★★★○
Hyundai Xcent ★★★★○

THE ASPIRE IN the top-spec Titanium + variant gets features that are first-in-segment, the highlight being the airbag excess — six in total. Even, the base Ambiente variant gets two airbags as standard; Ford has won the game when it comes to safety. The infotainment system gets the standard fare Bluetooth telephony with four speakers and the SYNC (with voice control) and Applink. A new innovative and practical feature is the MyFord Dock, a rubberised phone dock that holds your phone at eye-level on the dashboard is a useful touch. The Zest, has in its top-spec XT trim, also gets class-first features like projector headlamps, LED daytime-running lamps, a touchscreen system with voice commands and eight speakers, the most in this class. The infotainment unit feels premium and also gets Bluetooth telephony, parking sensors and a SD card reader, but there is no CD player. It gets two airbags as standard and ABS, and it is the only car to offer EBD. The top-end Hyundai Xcent SX (O) has a long feature list, it gets the common fare, climate control system, an infotainment system gets 1GB of internal memory, with aux-in, USB and CD compatibility. Where the Xcent scores is, with features like, a rear-view camera, keyless entry and go, which are exclusive to this Hyundai as its competitors don't offer either. When it comes to the matter of safety, the SX (O) should be the ideal choice, as Hyundai does offer two airbags on the SX but without ABS.

Figo Aspire MyDock is a useful addition; four-cylinder petrol engine adequate for city use; centre console similar to other Fords; two cupholders on front door.

Zest Power buttons alter engine response; the only turbocharged petrol engine in its class; innovative storage space under front seat; touchscreen infotainment is nice.

Xcent Push button start/stop system very convenient; rear AC blowers very useful; Xcent gets a conventional music system; VTVT petrol engine is a smooth unit.

'The Xcent is the sole car to offer push button start system.'

All three cars get front fog lamps, height adjustable driver's seat, tilt steering, tachometer, central locking, and engine immobiliser. They also get turn indicators on wing mirrors, with internally adjustable ORVMs and a rear defogger.

Equipment ✓ Standard ✗ Not available	CD/MP3 player	Music system	Bluetooth telephone	Reversing camera	Push button start	Rear AC vents	Leather seats	ESP	ABS	Airbags
Ford Figo Aspire Titanium +	✓	✓	✓	✗	✗	✗	✓	✗	✓	6
Tata Zest XT	✓	✓	✓	✗	✗	✗	✗	✗	✓	2
Hyundai Xcent SX (O)	✓	✓	✓	✓	✓	✓	✗	✗	✓	2

firm over broken roads, the underlying firmness can be felt at moderate speeds as the car gets clunky over big undulations. It does feel stable out on the highway and confidence levels are pretty good. The steering feels heavier than the Aspire's and the Xcent takes corners quite smartly. The brakes are decent with a good amount of stopping power.

What are they like inside?

Ford Figo Aspire ★★★★○
Tata Zest ★★★○○
Hyundai Xcent ★★★○○

THE ASPIRE'S CABIN borrows many bits from its siblings, the EcoSport and the Fiesta. The steering wheel, gear knob and wing-shaped centre console are all familiar Ford bits and are well-built. There are a few new bits too, the two-tone treatment of the dash is nice and also, when it comes to the quality of fit and finish, it is on par with the class. The knurled chrome knobs for climate control system do catch the eye. But there are also some not-so-nice bits like the plastics on the lower half of the centre console and the door pads that are just about average. The dials are easy to read and there is a large fuel gauge that's equal in size to the tachometer, which looks nice. Also, this is the first Ford in India to right-set colum stalks, the indicators are on the right and the wiper controls are on the left.

The Aspire's seats are excellent, the front seats are very supportive and large, and hold big frames well; which is not something you can say about the competition. The rear bench is also big and is one of the strengths of the car; there's enough space even with the front seats all the way back. There's plenty of storage space in the front, two bottles can be accommodated on each of the front doors, and the centre console has space for three cupholders.

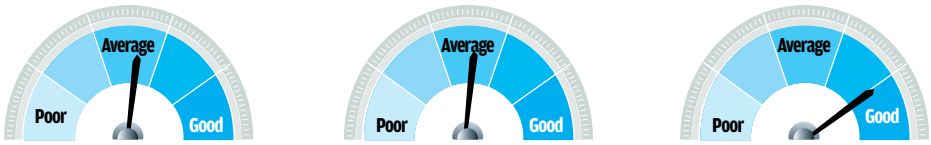
Get in the Zest and the cabin feels spacious and airy and it's clearly more spacious in the back than the Ford. The driver-oriented positioning of the air vents and the centre console are nice touches. The piano black, silver and chrome accents lift up the ambience of the cabin, helped by the cream-coloured trim on the dashboard. Fit, finish and quality is decent, and its cabin is well built and looks fresh and the dials are easy to read, the tacho needle turns red when it nears the redline which is a nice touch. The front seats aren't the most comfortable but have a high-set position which gives a clear view of the road ahead. Open the rear door and it's the same story — the rear seat is very comfortable, has good headroom, knee-room and the bench is the widest in the class; undoubtedly, it has the most spacious cabin in this class. However, there are glitches. The power mode buttons are placed too low in the centre and one needs to stretch a fair bit to access them. The large seats don't have good cushioning to keep passengers

What it will cost you

	Ford Figo Aspire Titanium+	Tata Zest XT	Hyundai Xcent SX (O)
Prices (Delhi)			
Ex-showroom price	Rs 6,80,000#	Rs 6,29,044	Rs 6,87,318
Insurance	NA	Rs 23,392	Rs 22,113
Registration (& taxes)	NA	Rs 53,033	Rs 52,612
On-road price	NA	Rs 7,11,969	Rs 7,69,033
Deals	NA	Rs 38,000	Rs 25,000

Depreciation each year

After-sales & service



Fuel economy

	Ford Figo Aspire Titanium+	Tata Zest XT	Hyundai Xcent SX (O)
Overall	NA	13.65 KPL	13.9 KPL
ARAI	18.16 KPL	17.6 KPL	19.1 KPL

#estimated, On-road prices include additional costs as well; depreciation is estimated

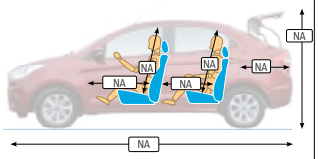
'Zest offers space, Xcent features, but it's the Aspire that has an ideal mix of both.'

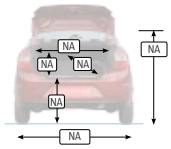
STATS, SPECS AND RATINGS

Ford
Figo Aspire Titanium+

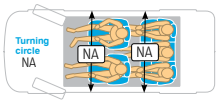
List price NA

Measurements Figures in **bold** are best in test | Dimensions in cm





Space
359 litres



Economy

Economy	NA
Tank	42 litre
Range	NA

Buying details

http://www.india.ford.com/

Engine and performance

Size	1196cc
Peak power	86.7bhp at 6300 rpm
Peak torque	11.4kgm at 4000 rpm

WHATCAR? Test Figures*

Weather conditions Fine

Acceleration **50-80kph** through the gears
5.29 sec

20-80kph in third gear
15.87 sec

40-100kph in fourth gear
22.05 sec

Braking **80-0kph**
NA

0-100kph	Top speed
16.68 sec	NA kph

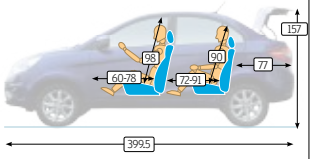
RATINGS

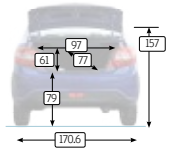
From the driver's seat	★★★★○
Space & practicality	★★★★○
Equipment	★★★★○
Performance	★★★○○
Ride & handling	★★★★○
Refinement	★★★★○
Buying & owning	★★★★○
Quality & reliability	★★★★○
Safety & security	★★★★○
VERDICT	★★★★●

Tata
Zest XT

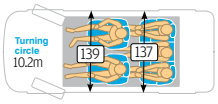
List price 6.32 lakh

Measurements Figures in **bold** are best in test | Dimensions in cm





Space
360 litres



Economy

Economy	13.65kpl
Tank	44 litre
Range	600km

Buying details

http://www.tatamotors.com/

Engine and performance

Size	1193cc
Peak power	88.7bhp at 5000 rpm
Peak torque	14.2kgm at 1500-4000rpm

WHATCAR? Test Figures

Weather conditions Fine

Acceleration **50-80kph** through the gears
5.46 sec

20-80kph in third gear
15.25 sec

40-100kph in fourth gear
24.24 sec

Braking **80-0kph**
NA

0-100kph	Top speed
13.73 sec	NA kph

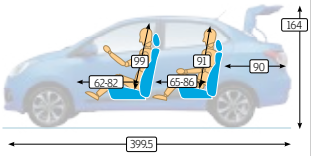
RATINGS

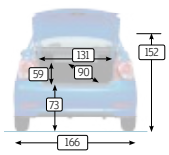
From the driver's seat	★★★★○
Space & practicality	★★★★○
Equipment	★★★★○
Performance	★★★○○
Ride & handling	★★★★○
Refinement	★★★★○
Buying & owning	★★★★○
Quality & reliability	★★★○○
Safety & security	★★★○○
VERDICT	★★★●●

Hyundai
Xcent SX (O)

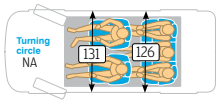
List price Rs 6.87 lakh

Measurements Figures in **bold** are best in test | Dimensions in cm





Space
407 litres



Economy

Economy	13.9kpl
Tank	43 litre
Range	598km

Buying details

http://www.hyundai.com/in

Engine and performance

Size	1197cc
Peak power	81.8bhp at 6000rpm
Peak torque	11.6kgm at 4000rpm

WHATCAR? Test Figures

Weather conditions Fine

Acceleration **50-80kph** through the gears
4.82 sec

20-80kph in third gear
13.67 sec

40-100kph in fourth gear
22.17 sec

Braking **80-0kph**
25.96m

0-100kph	Top speed
14.23 sec	172 kph

RATINGS

From the driver's seat	★★★★○
Space & practicality	★★★★○
Equipment	★★★★○
Performance	★★★★○
Ride & handling	★★★○○
Refinement	★★★★○
Buying & owning	★★★★○
Quality & reliability	★★★★○
Safety & security	★★★○○
VERDICT	★★★★●

PRICES ARE EX-SHOWROOM, DELHI, *NOT TO WHATCAR TEST STANDARDS

comfortable on long journeys. And there's not enough storage space in the centre console, not even to stow away your phone.

Like most modern Hyundais, the Xcent's cabin looks very impressive, quality is top-notch and fit and finish is excellent. The two-tone dashboard is well built and still looks fresh, despite the car being a year old in the market. The dials and controls are easy-to-use and the instrument cluster has a simple layout that's easy to read. There's enough space to stow knick-knacks with plenty of cubbyholes and a cooled glovebox. The leather-wrapped steering wheel is good to hold and the gear knob falls nicely to hand. The cabin feels airy and that's partly down to the slim seats. The seat cushioning is good, but the front seats are nowhere as supportive as the Aspire's. The rear-seats have sufficient legroom and knee-room, but passengers are sat a bit too low which can make getting in and out a bit uncomfortable. It also gets a rear AC vent, but the seats aren't as wide as in the Zest or Aspire.

Buying & owning

Ford Figo Aspire	★★★★○
Tata Zest	★★★○○
Hyundai Xcent	★★★★○

WE EXPECT FORD to price the Figo Aspire close to the competition which means a starting price of around Rs 5 lakh for the base petrol variant and the top-spec model is expected to be priced at Rs 6.5 lakh. With prices of the Aspire unknown, the Zest is currently the most affordable car here as its priced from Rs 4.87 lakh with the fully loaded XT retailing for Rs 6.32 lakh. In comparison, the Xcent costs Rs 5.01 lakh for the base variant and Rs 6.87 lakh for the loaded SX (O) petrol. Tata offers 3 years/1,00,000km as standard warranty whereas Hyundai has 2-year/unlimited km warranty as standard. Of the three, Hyundai has the most widespread network which will make it easy to live with.

Our verdict

1

Ford
Figo Aspire Titanium+
★★★★○
For Ride, safety features, space
Against Not as involving to drive
Verdict It has the potential to be the segment-best if priced right

2

Hyundai
Xcent SX (O)
★★★★○

For Good engine, features, big boot
Against Firm ride, small cabin, price
Verdict Still one of the best cars in this segment

3

Tata
Zest XT
★★★○○

For Comfortable ride, space on offer, competitive pricing
Against Not as nice to drive
Verdict A good Tata car but rivals are slightly ahead

'See how other small sedans compare in our New Cars on page 117.'

THE ZEST, with its powerful turbocharged petrol engine, has a meaty mid-range when the turbo comes on. It is, however, not as smooth as the motors in the Hyundai or the Ford. So, it feels smooth to drive for the most part. The Zest has a cavernous cabin, best-in-class ride and it is the most affordable car here. But it is not as nice to drive as the other two cars here and still feels lacking as an overall package.

The Xcent has an excellent engine and is well built. Its interiors have a premium feel, it comes loaded with features like we've come to expect from Hyundai cars. It also offers decent handling. As a package, it is very close to the Ford. But then the Aspire offers all that the Hyundai does and a little more.

The new Aspire's engine works well in the city. It looks sharp, has a spacious cabin and its list of equipment is on-par with the segment-best Hyundai. It scores on the safety front too, Ford has equipped even the basic variants with two airbags as standard and there are six on the fully loaded models. The driving experience is not as exciting as one would expect from a Ford car and it is not built as well as other Ford vehicles in India either. But it makes up in other areas; it offers a good ride, a silent cabin and there are many segment-first features as well. It is also the nicer to drive car here. Overall, it feels like the best-rounded car that's the least compromised of the three. Which is why the Ford comes out on top again.

Game changer?

WHATCAR? Road Test Centre

On paper, Hyundai seems to have yet another winner on its hands in the form of the Creta. But it has to beat the ever-popular Renault Duster and the macho Mahindra XUV to prove just that.

Photography Ashley Baxter

What's new?

HYUNDAI HAS BEEN on a dream run for the last few years and it's tasted success in whichever segment it has entered. With so many strong players in our market to compete with, you have to hand it to Hyundai for doing its research and, more often than not, delivering a really attractive product which the buyers really want.

One such product is the new Creta compact SUV, one of the most anticipated cars to be launched this year. This Hyundai, unlike some of its rivals, looks like a proper SUV thanks to its long bonnet and upright stance. With the styling, Hyundai seems to have hit the sweet spot, and this alone will get Hyundai thousands of buyers. The Creta also gets a powerful yet very refined diesel engine which makes it quite a compelling package.

But Hyundai's job is not going to be easy as it has to deal with the soon-to-be-launched Maruti S-Cross, the ever-popular Renault Duster and the macho Mahindra XUV500.

With its butch styling and flared wheel arches, the Renault Duster is quite an attractive SUV. It's a great all-round package and has been a hit with us Indians. Its combination of great ride, a punchy diesel engine and robust build will be hard to beat.

The contenders

Hyundai Creta CRDI SX(O)
List price Rs 13.60 lakh
The Creta promises to offer all you need from your compact SUV and more.

Mahindra XUV500 W10 2WD
List price Rs 15.19 lakh
This much improved Mahindra SUV is a size bigger than the other two but it will have its work cut out to beat its rivals.

Renault Duster dCi 110 RxZ AWD
List price Rs 13.54 lakh
The Duster is the most popular SUV in its segment. Its mix of great ride and robust build will be hard to beat.

All prices ex-showroom, Delhi

Mahindra has been busy silently improving the XUV500 and recently launched a facelifted version of its butch SUV. Apart from some mild exterior tweaks, Mahindra has also improved upon the XUV's main weakness – ride and handling. Just like before, it is crammed with more features than you would probably ever need, which makes it decent value too. Armed with a big 2.2-litre engine, seven seats and improved road manners, the XUV is again a force to recon with.

What are they like to drive?

Creta	★★★★○
XUV500	★★★○○
Duster	★★★★○

THUMB THE STARTER and you immediately realise just how refined the Creta's 1.6-litre diesel engine is. This common-rail diesel churns out a very impressive 126bhp and 26.5kgm of max pulling power. Power delivery is pretty seamless and you can barely feel the turbo kicking in. There's a gentle surge at around 1,900rpm, followed by a strong push till the 5,100rpm rev limit. What's also good is that the engine has a fairly strong punch so, you don't have to constantly work the smooth-shifting gearbox to make quick progress. The powerful engine, combined with its relatively low weight, means it reaches 100kph from standstill in a very impressive 11.37 seconds. What's also nice is that the tall gearing allows you to cruise on the highway in a very efficient manner; 80kph corresponds to 1,500rpm in sixth gear.

The Duster, on the other hand, with the very familiar 108bhp 1.5-litre dCi engine, is the least powerful here. But thanks to clever gearing and meaty pulling power, it feels quite punchy and drivable. Thanks to the engine's broad spread of power, even part-throttle responses are good and you can actually pull cleanly from 30kph in fifth gear. There is a bit of throttle

Hyundai Creta 1.6 CRDi SX (O)

The Creta rides well at slow speeds but it loses a bit of composure on the highway.

The Creta has the smallest boot here.

WHATCAR?

Test figures | Weather conditions Fine

Acceleration **50-80kph** through the gears 5.01sec

0-100kph	Top speed
11.37 sec	NA kph

Mahindra XUV500 W10 2WD

The XUV rides much better but still doesn't feel as agile or light-footed as others.

The XUV500 comes with seven seats.

WHATCAR?

Test figures | Weather conditions Fine

Acceleration **50-80kph** through the gears 4.78sec

0-100kph	Top speed
12.34 sec	178 kph

Renault Duster dCi 110 RxZ AWD

The Duster has the best road manners of the three and the ride is very comfy too.

Duster's 475-litre boot is well shaped.

WHATCAR?

Test figures | Weather conditions Fine

Acceleration **50-80kph** through the gears 4.42sec

0-100kph	Top speed
11.88 sec	184 kph

Design
Creta's cabin feels modern and, by far, the most premium

Driving position
You sit quite low in the Creta but visibility is quite good

Seats
Creta is quite spacious and seats are comfortable too

Design
Cabin design still looks funky and quality is much improved

Driving position
Only the Mahindra gives you a SUV-like high seating position

Seats
New leather upholstery feels sinfully good

Design
Dash looks spartan and quality is poor as well

Steering wheel
Sculpted steering looks nice and is just the right size

Seats
It has the least space but seats are quite comfy, if a little flat

lag initially, but once the motor hits the sweet spot, it pulls strongly. It pulls really well past 2,500rpm, and will carry on until around 4,000rpm, after which the power tails off. The engine has a strong mid-range which means overtaking on single-lane roads is not much of a problem. It's also a very good highway cruiser. On the downside, the clutch on the Duster is a little on the hard side, which can get a bit tiring for your left foot in stop-and-go traffic.

The XUV500 is powered by a large 138bhp 2.2-litre diesel engine and this motor is one of the strengths of this SUV. The punch it delivers both in

'The Creta feels very grown up in the way it drives and feels.'

the city and on the highway is a good reason to buy it. There is a hint of power delay before 1,500rpm but thereafter, there's a significant surge that lasts all the way to the 3,500rpm limit. Drivability is quite impressive too and overtaking slower cars is pretty effortless. The XUV500 does the 0-100kph sprint in a brisk 12.34 seconds. But the driving experience is hampered, especially in the city, by the notchy 'box that takes a fair bit of effort to drive the gears home, and the action feels rubbery as well. The clutch action too feels jerky and despite the recent improvements to the system, the issue is still there.

The Hyundai is, by far, the most refined car here, and this is not only down to the sound insulation but the engine too; it's silky smooth and vibe-

free. Where the Duster's motor has a sharp clatter at idle and feels gruff when worked hard, the Creta's motor feels composed. The XUV, on the other hand, feels quite refined but still, it can't match its smaller rivals in this respect.

The Creta's soft suspension is ideally suited to tackling potholes and patchy bits at slower city speeds. And here, it does its job very well, absorbing the bumps with a nice, damped feeling and more silently than what the others manage. But gather some pace and the car feels loose and the damping isn't as consistent as it is on the Renault. While a boon in the city, the excessively light steering wheel has a sort of floating feel around the straight-ahead position and this unsettled feel does induce a bit of nervousness at very high speeds. The Creta also doesn't have the ultimate stability of the Duster and feels a little unsettled when you're going fast. The brakes could be better too as the pedal lacks progressive feel. It must be said that though the Creta, in general, has niggles with the

Equipment & safety

Creta ★★★★☆
XUV500 ★★★★★
Duster ★★★☆☆

HYUNDAI CARS ARE known to come equipped with a substantial amount of features and the Creta is no different. Even Renault, over the Duster's lifespan, has been updating the SUV's equipment list and in top-spec, it's quite well equipped. The XUV, always well known or its long list of features, got even more kit with the facelift.

On the critical safety front, both the XUV500 and the Creta are evenly matched with six airbags, ABS with EBD, Electronic Stability Program and Hill Hold function. Only the XUV500 gets Hill Descent Control as well. The Duster falls short with just two airbags along with ABS and brake assist as standard.

All three cars get steering-mounted audio and telephone controls, a touchscreen infotainment system, parking sensors, satellite navigation, rear AC vents and leather upholstery. Only the Hyundai Creta SX (O) and the Mahindra XUV500 W10 come equipped with rear camera with parking guidelines display, projector headlamps with cornering lamps, follow-me-home headlamps, rear wash and wipe, rear demister, push button start/stop and automatic climate control.

Creta The 1.6 litre diesel motor is very refined; six-speed 'box has direct shifts; protruding steering buttons get pressed accidently; overall quality is top-notch

XUV500 Only car here to get a third-row of seats; touchscreen and navigation works well; powered seat makes finding driving position easy; the clutch action is too jerky

Duster 1.5-litre diesel feels eager and punchy; simple dials are very easy to read; music system controls are hidden behind the steering; AC controls look cheap

In terms of unique features, only the top XUV500 trim gets an electric sunroof along with tilt and telescopic adjustable steering. It even gets a Tyre Pressure Monitoring System, rain-sensing wipers, light-sensing headlamps and Mahindra's Blue Sense app for Android and Apple users. The app allows users to connect their devices via Bluetooth and access the various features offered.

'The XUV is very pricey but it's also well equipped.'

In comparison, the Hyundai Creta gets 1GB internal memory for the audio system, height adjustable front seatbelts for the driver and front passenger and a day/night inside rear view mirror. The XUV500 and the Duster both get cruise control which the Creta misses out on. The Creta and the XUV500 come equipped with electric boot release which Renault doesn't offer on the Duster. Overall, the Duster RxZ AWD comes equipped with the least kit amongst the three.

Equipment ✓ Standard ✗ Not available	Touchscreen interface	CD player	Bluetooth telephone	Reversing camera	Keyless Go	Sunroof	Powered driver's seat	ESP	ABS	Airbags
Hyundai Creta CRDi SX(O)	✓	✗	✓	✓	✓	✗	✗	✓	✓	6
Mahindra XUV500 W10	✓	✓	✓	✓	✓	✓	✓	✓	✓	6
Renault Duster RxZ AWD	✓	✗	✓	✗	✗	✗	✗	✗	✓	2

way it handles and rides, the dynamics are quite acceptable for regular driving.

The Duster was always impressive in the way it felt on our roads and that still holds true. It's the SUV you can enjoy more, thanks to fantastic grip, accurate steering and well-tuned suspension. Over any surface, at speed, the Duster remains unfazed and the refined suspension simply goes about its job, keeping you isolated from the biggest of potholes. It's only at low speeds that you feel some stiffness and the bumps do jarr you a bit more than in the Creta, but overall, the Duster edges out the Creta in this respect.

The updated XUV feels much better than before. On the facelift, Mahindra has tweaked the suspension settings and this has cured most of the old car's nervousness at speed, its floatiness and its tendency to bounce over undulations. The steering now also has more weight and the low-speed ride is quite good. However, when compared to the other two, the XUV still feels a little unsettled and doesn't like sudden avoidance manoeuvres. Even the steering feels vague around the straight-ahead position and is quite slow to respond to inputs, the rear feeling soggy when you make sudden steering inputs.

Both Renault and Mahindra offer all-wheel-drive systems on their SUVs and this make them more capable when the going gets tough over slushy or rocky terrain.

What it will cost you

Hyundai Creta 1.6 CRDi SX (O)

Mahindra XUV 500 W10 2WD

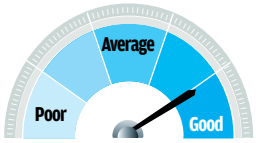
Renault Duster dCi 110 RxZ AWD

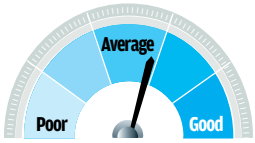
Prices (Delhi)

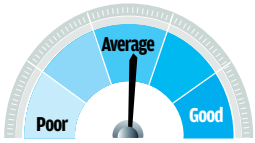
	Creta	XUV 500	Duster
Ex-showroom price	Rs 13,60,156	Rs 15,19,053	Rs 13,54,766
Insurance	Rs 51,968	Rs 62,385	Rs 30,893
Registration (& taxes)	Rs 174,520	Rs 1,94,595	Rs 1,74,775
On-road price	Rs 15,86,644	Rs 17,76,033	Rs 15,60,434
Deals	None	Rs 30,000 discount	Free insurance

Depreciation each year

After-sales & service







Fuel economy

ARAI
19.7kpl

ARAI
15.1kpl

ARAI
19.72kpl

On-road prices include additional costs as well; depreciation is estimated

What are they like inside?

Creta	★★★★○
XUV500	★★★○○
Duster	★★★○○

JUST AS THESE three SUVs are very different on the outside, they're similarly different on the inside.

The Creta's interiors reflect the exterior's impressive design. The door pads are well sculpted and so is the multi-layered dash. The steering wheel looks and feels great, while the instruments are clear and easy to read. Even fit and finish is really good, and this means the cabin feels luxurious and expensive. Thanks to the large dimensions, there's lots of space on the inside. There's plenty of legroom both at the front and rear and the large seats offer good support. The wide rear seat and the near-flat floor also means three people sit in decent comfort. The front seats are supportive and wide, making even long journeys comfortable.

The Duster's dashboard looks quite plain and old-school compared to the other two here. Moreover, the overall design and layout looks a bit plain and not special enough. The controls for the air-con on this AWD variant remain unchanged, as do some of the poor ergonomics – like the powered mirror controls located underneath the handbrake. There's a new, chunky steering wheel, but it has stalk-mounted audio and phone controls, rather than on the wheel. The seats on the Duster may seem flat but they are quite comfortable and you sit more upright as compared to the Creta. At the rear, it has the least amount of legroom here but on its own, it's roomy enough.

The Mahindra, meanwhile, has a dashboard awash with buttons, but then, it also has a lot of equipment. The hooded instrument cluster behind the chunky, multi-function steering wheel looks sporty,

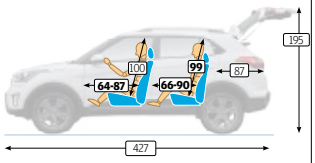
'They may be rivals but these three are very different cars.'

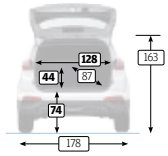
STATS, SPECS AND RATINGS

Hyundai Creta 1.6 CRDi SX (O)

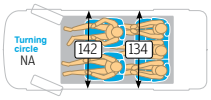
List price Rs 13.60 lakh

Measurements Figures in **bold** are best in test | Dimensions in cm





Space 402 litres



Economy

Economy	NA
Tank	60
Range	NA

Buying details

www.hyundai.com/in/

Engine and performance

Size	1582cc
Peak power	126bhp at 4000rpm
Peak torque	26.5kgm at 1900-2750rpm

WHATCAR? Test Figures*

Weather conditions Fine

Acceleration **50-80kph** through the gears
5.01sec

20-80kph in third gear
10.53 secs

40-100kph in fourth gear
12.76 secs

Braking **80-0kph**
NA

0-100kph	Top speed
11.37 sec	NA kph

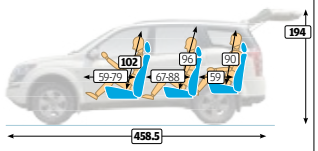
RATINGS

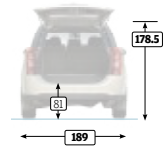
From the driver's seat	★★★★○
Space & practicality	★★★★○
Equipment	★★★★○
Performance	★★★★○
Ride & handling	★★★★○
Refinement	★★★★★
Buying & owning	★★★★○
Quality & reliability	★★★★○
Safety & security	★★★★○
VERDICT	★★★★●

Mahindra XUV500 W10 2WD

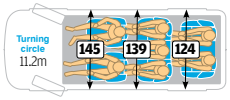
List price Rs 15.19 lakh

Measurements Figures in **bold** are best in test | Dimensions in cm





Space 93 litres



Economy

Economy	12.25kpl
Tank	70
Range	857km

Buying details

www.mahindraxuv500.com

Engine and performance

Size	2179cc
Peak power	138bhp at 3750rpm
Peak torque	33.65kgm at 1600-1800rpm

WHATCAR? Test Figures

Weather conditions Fine

Acceleration **50-80kph** through the gears
4.78sec

20-80kph in third gear
12.36 sec

40-100kph in fourth gear
13.26 secs

Braking **80-0kph**
29.01m

0-100kph	Top speed
12.34 sec	178 kph

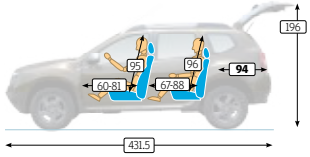
RATINGS

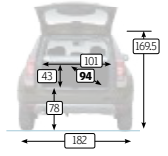
From the driver's seat	★★★○○
Space & practicality	★★★★○
Equipment	★★★★★
Performance	★★★○○
Ride & handling	★★★○○
Refinement	★★★★○
Buying & owning	★★★○○
Quality & reliability	★★★○○
Safety & security	★★★★○
VERDICT	★★★●●

Renault Duster dCi 110 RxZ AWD

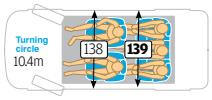
List price Rs 13.54 lakh

Measurements Figures in **bold** are best in test | Dimensions in cm





Space 475 litres



Economy

Economy	14.4kpl
Tank	50
Range	720km

Buying details

www.renault.co.in

Engine and performance

Size	1461cc
Peak power	108.5bhp at 3900rpm
Peak torque	25.3kgm at 2250rpm

WHATCAR? Test Figures

Weather conditions Fine

Acceleration **50-80kph** through the gears
4.42sec

20-80kph in third gear
11.03 secs

40-100kph in fourth gear
12.31 secs

Braking **80-0kph**
27.29m

0-100kph	Top speed
11.88 sec	184 kph

RATINGS

From the driver's seat	★★★○○
Space & practicality	★★★★○
Equipment	★★★○○
Performance	★★★★○
Ride & handling	★★★★○
Refinement	★★★○○
Buying & owning	★★★★○
Quality & reliability	★★★○○
Safety & security	★★★○○
VERDICT	★★★★●

PRICES ARE EX-SHOWROOM, DELHI, *WET

but can be difficult to read on the move sometimes. The new, large touchscreen is a joy to use and is placed at a good height too. The real let-down in the old car was overall quality, but now, with the update, Mahindra has improved it considerably and it just feels more consistent than before. But some of the plastics are still shiny and flimsy, and the fit and finish, though better than the Duster, is not up to Creta's standards. You also sit higher up in the XUV, which gives a more commanding view of the road. The XUV's front seats, though, don't suit all shapes and sizes and are the least comfy here. Move to the back, and the XUV is clearly a step up on legroom, headroom and shoulder room compared to the other two. But the seat itself lacks enough thigh support and the bench feels a bit flat and unsupportive. The XUV500, of course, does offer a third row of seats, which is something the others just don't have.

Buying & owning

Creta	★★★★○
XUV500	★★★○○
Duster	★★★★○

THE HYUNDAI CRETA 1.6 diesel manual is available only in top SX models and unlike its rivals, it doesn't come with an option of all-wheel drive. The range starts from Rs 11.60 lakh for the SX and goes up to Rs 13.60 lakh for the top-of-the-line SX(O) variant. The Duster 110, on the other hand, offers three 4x2 and two AWD versions. Prices for the Duster 110 start from Rs 11.17 lakh and go all the way up to Rs 13.63 lakh for the top AWD variant. The XUV is the only full-sized SUV here and it is also, by far, the most expensive. It comes in four variants but only the top W8 and W10 are offered with all-wheel drive. Prices for the Mahindra start from a lowly Rs 11.29 lakh and go all the way to a whopping Rs 16.20 lakh for the top W10 AWD version.

Our verdict

1 Hyundai Creta 1.6 CRDi SX (O)

★★★★○

For Smooth engine, premium feel, easy to drive
Against Rear visibility
Verdict A great all-round compact SUV which is hard to fault

2 Renault Duster dCi 110 RxZ AWD

★★★★○

For Great ride, strong build, peppy engine
Against Cheap plastics, refinement
Verdict Still a great SUV but feels a bit old-school now

3 Mahindra XUV500 W10 2WD

★★★○○

For Full-size SUV, strong engine, seven-seater, very spacious
Against Patchy quality, dull drive
Verdict The only full-size SUV but falls behind in some key areas

'See how other SUVs compare in our New Cars on page 117.'

THERE'S NO DENYING that the improved XUV is a very impressive car. The equipment list looks like it belongs on a car that costs twice as much, it is easily a whole size larger than the other two and it can seat three comfortably across the rear. It even has a third row, which its rivals lack. If you are chauffeur driven, the XUV really is difficult to ignore.

It's, however, in the details that the XUV loses out. Fit and finish are still not up to the mark, and though the ride is much better than before, it still isn't the best. It also can't match the other two in terms of smooth power delivery and the gearbox, though improved, is still difficult to slot accurately. What also puts the XUV out of contention is that even this 2WD version costs a whopping Rs 1.6 lakh more than the other two.

That brings us to the Duster and the Creta. Smaller on the inside and not as well equipped as the XUV, these cars are much more impressive on the move than the Mahindra. The Duster's SUV looks and car-like driving manners are rather strong points. As a result, its few misgivings like the rough-around-the-edges build and basic interiors seem like a small price to pay. However, the Creta does everything the Duster does, but in a more sophisticated, up-to-date and desirable manner. Sure, the Duster feels the more robust of the two and it even rides better, but at the end of the day, it's the Hyundai that comes out on top and with good reason. It feels much more premium on the inside than the Duster and its 1.6-litre diesel is powerful yet very refined. Sure, it isn't dynamically as accomplished as the Renault, but for the average buyer, it is good enough. In the old tussle between quantity and quality, it's the Creta that comes out on top, because it is the better all-rounder.

Hot deals

The best deals available this month, right here

Deal of the month

MARUTI SWIFT
Save up to Rs 45,000

List price from Rs 4.58 lakh

Maruti Suzuki dealers across the country will offer you a flat cash discount of up to Rs 20,000 on their Swifts depending on which version you choose. Additionally, there's an exchange bonus of up to Rs 20,000 when you sell your old car to them. A corporate discount of up to Rs 5,000 is also available if you happen to work for a listed corporate company.

Hatchbacks

MERCEDES A-CLASS
Save up to Rs 1 lakh

List price from Rs 27.40 lakh

If you were interested in picking up an A-class, then you would need to know that there's an attractive flat cash benefit of up to Rs 1 lakh off on the price tag of this hatchback.

FORD FIGO
Save up to Rs 40,000

List price from Rs 4.14 lakh

Save up to Rs 20,000 in cash discounts when you buy any of the Ford Figo versions that the dealer has in stock. Plus, avail of the exchange bonus of up to Rs 20,000 when you sell your old car to the showroom.

HYUNDAI GRAND i10
Save up to Rs 40,000

List price from Rs 4.66 lakh

The Hyundai Grand i10 is currently sold at showrooms with an exchange bonus of up to Rs 20,000. Also on offer is a cash benefit of up to Rs 20,000 and this takes the total savings to up to Rs 40,000.

CHEVROLET SAIL U-VA
Save up to Rs 35,000

List price from Rs 4.66 lakh

In a bid to increase sales of the Sail U-VA, Chevrolet dealers will offer you Rs 20,000 in cash savings regardless of the version you plan to buy. Also being offered is an exchange bonus to the tune of up to Rs 15,000.

MAHINDRA VIBE
Save up to Rs 24,000

List price from Rs 6.02 lakh

The Mahindra Verito Vibe is currently being made available to prospective customers with a 50 percent discount on insurance cost. This works out to up to Rs 14,000, depending on the version. The exchange bonus of Rs 10,000 elevates the savings to up to Rs 24,000.

MARUTI CELERIO PETROL
Save up to Rs 23,000

List price from Rs 3.90 lakh

Maruti dealers are giving away a cash benefit of up to Rs 10,000 along with an exchange bonus of up to Rs 10,000 and a corporate discount of up to Rs 3,000.

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GREAT DEALS ON USED CARS, HAPPEN ON OLX.

SUVs

AUDI Q3
Save up to Rs 3.5 lakh
List price from Rs 28.99 lakh
Pre-facelift Q3 stock can be bought with a discount of up to Rs 3.5 lakh and with Rs 1.5 lakh off on facelifted versions.

AUDI Q5
Save up to Rs 4 lakh
List price from Rs 47.60 lakh
Dealerships are offering the Audi Q5 with a cash benefit of up to Rs 4 lakh.

BMW X3
Save up to Rs 3 lakh
List price from Rs 46.90 lakh
Avail of a flat cash benefit of up to Rs 3 lakh on the BMW X3.

RENAULT DUSTER
Save up to Rs 1 lakh
List price from Rs 8.00 lakh
Get the Renault Duster with savings of up to Rs 1 lakh on dealer stock.

PAJERO SPORT
Save up to Rs 86,000
List price from Rs 23.90 lakh
Get free insurance on the Pajero Sport which usually retails at Rs 86,000.

Sedans

BMW 6-SERIES
Save up to Rs 7 lakh
List price from Rs 1.1 crore
Those looking to upgrade to something a little more than the regular 5-series can opt for the 6-series with its strong engine and brooding shape. Get up to Rs 7 lakh off in cash benefits from the dealer on this car.

BMW 5-SERIES
Save up to Rs 5 lakh
List price from Rs 47.9 lakh
The BMW 5-series is an excellent all-rounder with a range of engines on offer, but it's been around for sometime now. BMW showrooms are currently offering a discount of up to Rs 5 lakh on the versions that they have available in stock.

BMW 3-SERIES
Save up to Rs 5 lakh
List price from Rs 34.90 lakh
The BMW 3-series is known to have great all-round capability, space and comfort. If you always wanted to pick up this luxury sedan, you need to know that showrooms can currently shave up to Rs 5 lakh off the price through flat cash benefits.

AUDI A4
Save up to Rs 4 lakh
List price from Rs 31.60 lakh
A wide range and attractive pricing make the A4 a good point at which to step into the German luxury sedan club. You can buy an A4 for a discount of up to Rs 4 lakh, depending on availability of stock.

AUDI A8
Save up to Rs 4 lakh
List price from Rs 1.2 crore
Audi's A8 comes with loads of tech, strong engines, a lot of space and oozes premium quality. For now, the dealership can give you an opportunity to buy any of the stocked variants with a cash discount of up to Rs 4 lakh.

AUDI A6
Save up to Rs 3 lakh
List price from Rs 42.8 lakh
This highly accomplished luxury sedan has a wide range of engines coupled with quality interiors. If you wanted to purchase the A6 sedan, you can save up to Rs 3 lakh if the dealer has stock of your variant.

MERCEDES-BENZ E-CLASS
Save up to Rs 3 lakh
List price from Rs 47.4 lakh
If you were planning on purchasing a Merc E-class, which is arguably the best car in its segment, you'll be offered a cash discount of up to Rs 3 lakh on current stock.

SKODA RAPID
Save up to Rs 1 lakh
List price from Rs 7.55 lakh
Buyers can get the Rapid with free insurance, extended warranty and cash discounts. There's also a Rs 20,000 exchange bonus if you were planning to trade in your existing car at the dealership. A total of up to Rs 1 lakh can be saved.

CHEVROLET CRUZE
Save up to Rs 1 lakh
List price from Rs 14.26 lakh
Chevy's Cruze boasts sharp styling, long equipment lists, attractive pricing and still happens to be one of the quickest diesel cars in its segment. It's now available at showrooms with up to Rs 1 lakh in discounts.

SKODA SUPERB
Save up to Rs 50,000
List price from Rs 21.67 lakh
Prospective buyers of the Skoda Superb can currently pick up this sedan from showrooms with benefits that range up to Rs 50,000, depending on the variant they plan to choose.

Discounts vary from city to city. Please check and bargain with your dealer for exact discounts, which may not match the figures quoted in this issue. All prices ex-showroom, Delhi

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Reader Test Team

Mahindra XUV500

What is it? The XUV500 facelift gets a few cosmetic tweaks and a bit more kit.
On sale Now **Price from** Rs 11.21 lakh (ex-showroom,Delhi)

ON THE OUTSIDE, the Mahindra XUV500 facelift gets a new front grille, bumper and bonnet design along with projector headlamps with LED light guides. On the inside, it gets a new black and beige theme coupled with blue lighting, aluminium pedals, reworked 7-inch touchscreen infotainment system and an electric sunroof. It retains the same 140bhp 2.2-litre, mHawk diesel engine and offers buyers the choice of front-wheel and all-wheel-drive versions. Have these updates made it better? Here's what our readers thought of it.

Photography Priyank Chhapwale

Prabir Kumar Biswas

Occupation Government employee
Age 59
Drives Maruti A-star
Uses car for City commute

Prabir said, "What appeals to me about a vehicle is its ride and the convenience features it offers. The XUV500 facelift rides much better over bad roads and this is a big improvement over the previous model. It comes equipped with a good amount of features especially on the top trim. Getting into the high-set seats requires a bit of effort but the wide seats are very supportive. The middle row especially offers a lot of legroom. The third row is cramped and comfortable only for short journeys. The large dimensions ensure you don't get bullied on our roads but also requires you to be alert while driving on narrow and congested roads."

Prabir was impressed by the long features list and liked the electric sunroof.

RATING ★★★○○

Ashwin Rathod

Occupation Government employee
Age 28
Drives Tata Indica Vista
Uses car for City travel

Ashwin said, "I have driven the XUV500 before as a friend of mine owns one, and am familiar with its behaviour. But the new one drives much better and doesn't feel nervous during sudden braking. With the basic shape being retained, the cabin space remains impressive, especially in the middle row. The new black and beige interior looks upmarket while plastic quality has improved. I feel that the pricing of the top trim is on the higher side but it does get safety features like six airbags and Electronic Stability Program along with dual airbags, which is nice. I am particularly impressed by the Hill Hold Control feature which prevents the SUV from rolling back while accelerating from standstill on an incline."

RATING ★★★○○

Ashwin found the third row offers adequate space.

Prashant Mahajan

Occupation Maintenance engineer
Age 27
Drives Toyota Innova
Uses car for Weekend getaways

Prashant said, "The styling of the XUV500 is a love it or hate it affair. I feel that cosmetic tweaks have made the XUV500 more attractive. Although it retains the brute stance, it now appears more aggressive and upmarket. During the test drive, the punchy engine delivered strong performance and responded well to throttle inputs. It feels stable at highway speeds but there is a fair amount of body roll while going around bends. The light clutch action was a big relief for me. However, the gearbox requires a fair amount of effort to engage while the heavy steering makes it cumbersome to drive in the city. I feel that the interiors lack finesse and Mahindra needs to improve the fit and finish."

RATING ★★○○○

Prashant liked the strong performance of the 2.2-litre mHawk engine.

Aniruddha Ghosh

Occupation Government employee
Age 27
Drives Maruti Ertiga, Chevrolet Beat
Uses car for Office commute

Aniruddha said, "I like big SUVs because they not only look tough but offer a generous amount of room on the inside. Being a full-size SUV, the XUV500 is no different. What I liked most about it is that it comes equipped with three rows of seats. I found the third row is easy to access, offers decent space and can easily accommodate two adults. The middle row offers plenty of legroom but the seat cushioning is a bit firm. And the backrest feels narrow near the shoulders which could hamper passenger comfort especially when seating three abreast. The top trim gets many useful features like rear-view camera, cruise control and GPS navigation, which will make it easy to live with this big SUV."

RATING ★★★○○

Aniruddha liked the commanding view.

Fancy joining the Reader Test Team?
Here's your chance to join an exclusive car preview. If you want to be a part of the Reader Test Team or have a question about a specific car, write to us with your details.

Contact:
rtt.whatcar@haymarketsac.com
011-46020600

Personal shopper We help a reader test drive two cars and decide which one suits his requirements best.

Wants a fun-to-drive petrol hatchback

A hatchback that is fun-to-drive, spacious and reliable is what Mumbai-based Shubham Kumar wants. Which one, between the Honda Brio and the Nissan Micra, does he choose?

Photography Vishwajeet Chavan

The reader

Name	Shubham Kumar
Age	27
City	Mumbai
Current car	Maruti SX4
Mileage	10,000km per year
Uses car for	City commute, weekend getaways
Other needs	Nice-to-drive, spacious, fuel efficiency

What Shubham Kumar wants

MUMBAI-BASED SHUBHAM is a big car nut. His current job requires him to frequently travel within the city. Due to his erratic schedule Shubham often has to rely on cabs to get around. A cab ride from his Mumbai office to Navi Mumbai home can be bone jarring and expensive too. To commute comfortably, Shubham has decided to purchase a new car. Unlike majority of new car buyers, his requirements are somewhat different.

"I want a small hatchback as it will be easier to manoeuvre on our congested roads. It must be fun-to-drive and after taking it out for a spin, it should plant a wide grin on my face. But, I don't want to buy a make and model that is too common on our roads. As my daily running won't be much, a petrol car is fine but it needs to be fuel efficient and reliable. Additionally, it should ride well over bad roads and the maintenance costs shouldn't be too expensive."

With a budget of around Rs 7 lakh, we asked Shubham to take a test drive of the Honda Brio VX, priced at Rs 6.65 lakh, and the Nissan Micra XL which costs Rs 7.10 lakh (both prices are on-road, Mumbai). Here's how it went.

The comfortable driving position and the good amount of cabin space impressed Shubham.

Honda Brio VX

List price Rs 6.65 lakh
Reader rating ★★★★○

At first glance, Shubham liked the compact dimensions of the Brio. He liked the sporty stance of the car but felt the design of the rear could have been better. Stepping inside, he was impressed by the generous cabin and especially liked the light interior shade. After a test drive, he said, "It is easy to drive in the city as the visibility is very good and the steering, clutch and gearbox require very little effort to engage. The seats are nicely cushioned which improves comfort. The best bit is the peppy engine which enjoys being driven hard."

Shubham's best new alternative

Maruti Suzuki Swift ZXi
Rs 7.40 lakh

The Swift petrol fulfills majority of Shubham's requirements, except one. Being a popular buy, it's dime a dozen on our streets. It's good-to-drive, frugal and rides well over bad roads and is reliable. It's a hassle-free car to own.

Shubham felt the exterior design could be better and found the boot space to be just about adequate.

Nissan Micra XL

List price Rs 7.10 lakh
Reader rating ★★★○○

Shubham wasn't too impressed with the Micra's overall design. A test drive made it clear that it's easy to drive due to the light steering while the large windscreen and slim pillars ensure good visibility. "The suspension manages to absorb most bumps but the ride feels jittery and doesn't settle down. The handling isn't great as it rolls quite a bit around bends and the steering doesn't weight up well with speed. At low speeds, the engine accelerates in a jerky manner but it makes sufficient power. The seat cushioning is a bit too thin."

Shubham's best used alternative

Volkswagen Polo 1.6 petrol
Rs 4 lakh

It's fun-to-drive, well-engineered, well-built, seats are well-bolstered and it too is compact in size. The drawbacks are that there's not much room at the back and VW's aftersales isn't as strong as its rivals. Also, the running costs are slightly higher.

ALL PRICES ON-ROAD, MUMBAI

Our reader's choice

Honda Brio VX

After driving both cars back to back and spending some time in them, Shubham decided to go for the Honda. He said, "For my requirements, the Brio is the better option. It looks sporty, is fun-to-drive and the engine feels a lot more enthusiastic. The small size makes it easy to filter through traffic. Despite being compact, it offers a lot of room on the inside. Overall quality is good too. The Micra comes equipped with a good amount of features and feels nimble, but the Brio is the better car."

Need our help?
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WHATCAR?

Ask us anything

Q Family car

I want to buy a hatch or sedan within Rs 9.5 lakh, and have shortlisted the VW Polo (1.5 Highline TDI), Renault Scala (RxL petrol) and Honda Amaze. I cover 20km a day, along with a road trip once every six months with my family. I want the car to be spacious and possess awesome ride quality and a good engine.
Ashwin, via email

Since you drive only 20km a day, it's not essential for you to buy a diesel as your running costs won't be high. From your shortlist, the Renault Scala petrol makes the most sense as it is incredibly spacious, has a strong 98bhp engine and the ride quality is pretty good too. It is much larger than both the Polo and Amaze, so you get that nice big-car feel.

However, if you are sold on the Scala as a car, it might be better to go in for the Nissan Sunny, which is essentially a Scala with the Nissan badge. Also, the Sunny has been given a few updates to the interiors, which makes it feel a bit more plush. Also, the Sunny will have a far better resale value than the Scala when it's time to sell it.

The Renault Scala is spacious, has a strong engine and the ride quality is pretty decent too. Makes perfect sense as a family car.

Q City commuter

I want to buy a petrol car within Rs 6.50 lakh, to drive mainly in the city. I've shortlisted the Chevrolet Sail, Hyundai Xcent and Honda Amaze, and can stretch up to the Ford EcoSport. Which would you suggest?
Armaan Agarwal

If you are mainly driving in the city, then we would recommend the Hyundai Xcent. It's got the most responsive engine, which works well in the cut and thrust of city driving. It's also a touch smaller from the outside than the others, which makes it a bit more nimble and easier to park and manoeuvre. It is well-equipped and has the best interior quality, though it's the Amaze which has the most overall space.

Hyundai's Xcent, with its responsive engine and petite dimensions, works very well as a car to use in the city.

Q Hatchback needs

I currently use a WagonR, but want a hatchback within Rs 6 lakh for city driving, with the occasional long drive — around 800-1000km per month. The front seats will be used the most; back seats just once a week. I'm looking for good driveability (light clutch, with smooth steering and gearshift), ride comfort and decent fuel efficiency. I plan to use the car for at least 5-6 years. I've shortlisted the Swift VXi, Ritz ZXi and Grand i10 Sportz.
Debmalya Changdar, Kolkata

We would recommend the Swift petrol, which is the best choice from your shortlist for several reasons. Firstly, the Swift's front seats are the best amongst hatchbacks, with generous cushioning and lots of thigh support. The back seats are not that great, but since you are not

The Maruti Swift is comfortable, reliable and fun to drive as well.

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going to use them much, it's not that important. The Swift's petrol motor is quite smooth and the controls are light to make city driving easy. Ride quality is also the best of the lot, thanks to the large tyres. Like most Marutis, the Swift is quite reliable and should give you a painless ownership experience for the 5-6 years you intend to keep the car.

Q Maintenance matters

I am interested in buying the Ford Figo Aspire. My running is low, at about 500km a month, so should I consider buying a diesel version? I am interested in lower maintenance rather than resale value. Also, should I wait for Maruti's YRA Compact hatchback? Will it be releasing this year?
Sanket Jain

Even if you are driving just 500km a month, we would recommend the diesel version of the Figo Aspire as it is much nicer to drive. The 1.5 diesel has more power and punch than the 1.2 petrol, which is underpowered in comparison. The 1.5 diesel is a proven motor and is quite reliable too, so in the long run, it won't be too expensive to maintain.

Maruti's YRA Compact hatchback will be released later this year, but it won't come with the same strong engine of the Aspire diesel. That said, it is likely to be lower in terms of maintenance costs.

The Ford Figo Aspire with the 1.5 diesel is a better bet than the petrol as it's punchy, reliable and should be affordable to maintain long term.

Q Going uphill in the city

Which, between a used Fiat Linea petrol 1.4 and Linea diesel 1.3, would you recommend for city commutes, long drives as well as up-hill driving? Fuel economy is not a concern.
Logeshwaran, Coimbatore

The Linea's punchy motor makes overtaking easy in the city.

If mileage is not your concern, we'd suggest the Linea petrol 1.4, simply because it is much nicer to drive than the diesel in most situations. The diesel Linea has a punchy midrange, which makes for good overtaking capability, but its biggest weakness is a fair bit of turbo lag which will be an issue on uphill sections. Also, in town, the turbo lag is quite pronounced, which will make you change gears more than necessary.

Q Affordable MPV

Kindly recommend a fuel-efficient 7-seater (MPV) within Rs 8 lakh that's also low on cost of spare parts.
Kiran Sogam, Mumbai

If you are looking at an economical MPV, we'd recommend the Maruti Ertiga. It is quite spacious, drives well and will be very easy to maintain. Bear in mind that there is a new Ertiga coming, so you should bargain hard with your dealer for the current one.

QUESTION OF THE MONTH

Q Step down?

I own a Swift Dzire diesel 2013, but wish to switch to the Honda Jazz diesel. I do know people upgrade from a hatchback to a sedan, but I like the Jazz' looks, space and design. In what way is it superior to the Dzire?
Arunachalam Ramiah, via email

Overall, the new Jazz is a nicer car to drive than the 2013 Dzire. It has a stronger engine, better ride and handling and more spacious interiors which are well-equipped – the top-end versions get an infotainment touchscreen. The only area where the Dzire scores is in engine refinement – the Jazz's diesel engine is a bit noisier. Overall, the Jazz is superior to the Dzire. But to answer your question about this switch being a step down, it is only in perceived status. Notchbacks, or three-box cars, are considered more upmarket than a hatchback, but if you don't care what others think, then the Jazz is the better bet.

Q Efficient automatic

I want a car with automatic transmission. I've checked out the VW Vento, Honda City, Skoda Rapid, Nissan Sunny and Hyundai Verna and am confused. I want a car with low maintenance cost and decent mileage in city. Please advice.
Santhanakrishnan, Chennai

We'd narrow your shortlist down to the Honda City and VW Vento TSI automatic. Both cars are

The City auto is fuel efficient even in traffic and quite reliable too.

excellent in their own ways. The Vento has a sportier character and punchier performance, making it overall the better driver's car. However, the City is more practical. The CVT transmission works well in the city and in bumper-to-bumper traffic, it has a smoother drive. Overall, we'd pick the City because it's more fuel efficient in traffic and has a reputation for being reliable too.

Ask away: E-mail whatcar@haymarketsac.com or **Write to** What Car? Questions, Ground Floor, Podar Centre, 85, Parel Post Office Lane, Off Dr B Ambedkar Road, Parel East, Mumbai 400 012

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Name Rajesh Mahalle
Lives Pune
Car Mahindra XUV500
Problem Premature clutch wear at 9,700km

RAJESH MAHALLE RESIDES in Pune and works as a chief architect at a reputed firm. He always fancied buying a Mahindra XUV500 and on his birthday in October 2014, he went ahead and purchased a brand new XUV from the authorised Mahindra showroom.

He had the first service carried out at 4,900km and went on to cover 9,700km before he had a problem while driving to work in July 2015. His car's clutch kept slipping and he immediately called up Mahindra's roadside assistance number to have it towed to the authorised service centre for a check-up.

Later in the day, upon inspection, workshop mechanics informed him that the clutch had failed and needed to be replaced. They added that as this component was not covered under the company's warranty, he would have to bear the estimated repair expenses of up to Rs 55,000.

Rajesh questioned the workshop on how his car's clutch packed up so early, but was told that he must have driven with the clutch pedal partially engaged. Being a mechanical engineer, he knew the outcome of such a habit and never indulged in it. He added that his Maruti and Hyundai cars have covered more than 50,000km without any hitches in their clutch. Rajesh requested the dealer to cover the expenses as he felt that the component had a manufacturing defect and also called WhatCar? for help. We contacted company officials to take another look at this problem, but Mahindra insisted that a 10 percent discount was the best it could offer this owner.

Rajesh paid up Rs 39,000 but is concerned about the number of clutch replacements his car will need in the years to come.

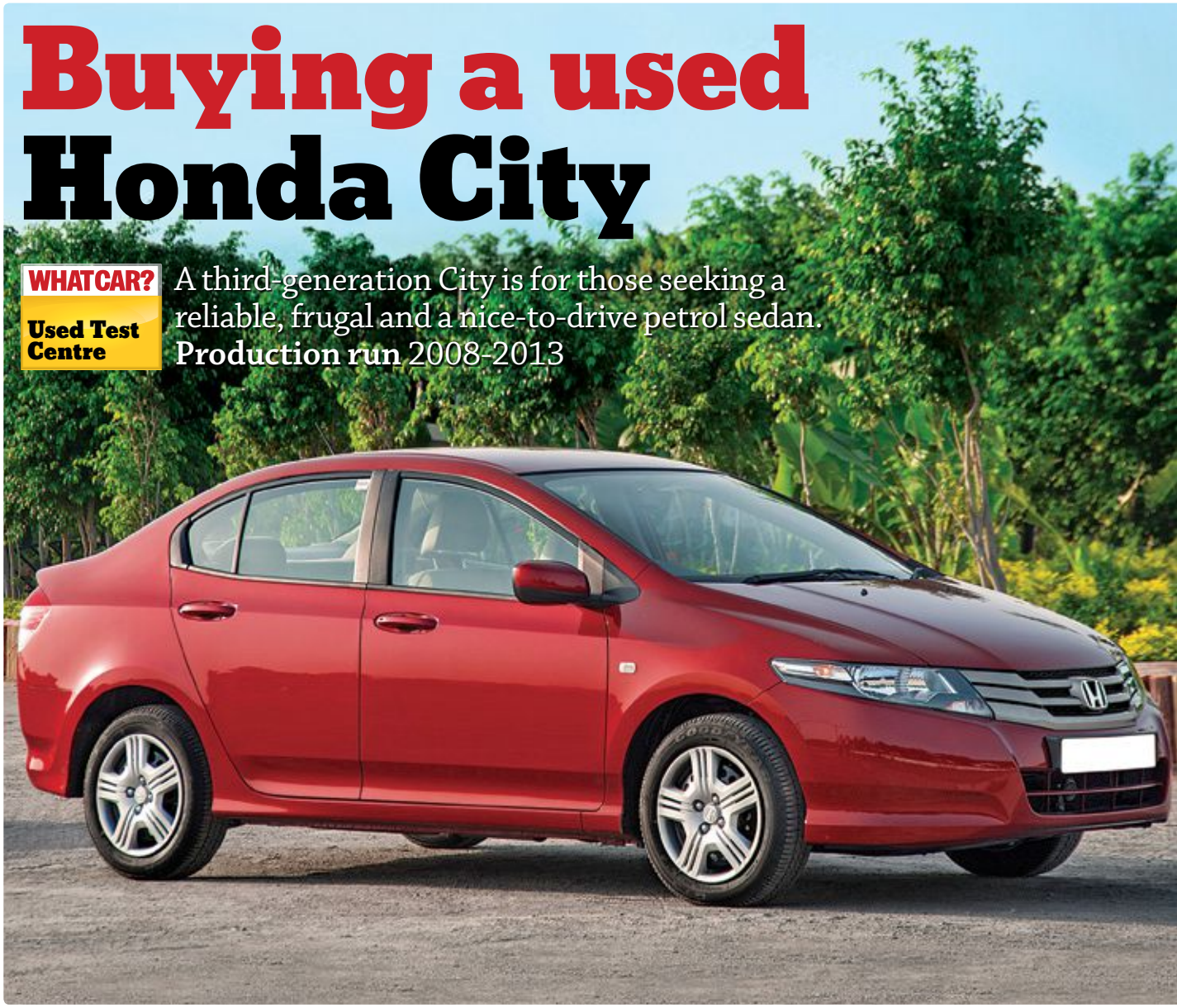
IF YOU'RE IN THIS SITUATION

While it's possible that a poor driver can wear a clutch out, the XUV's clutch is known to be hard to modulate and has a tendency of wearing out. This is why we feel Mahindra should have absorbed a bit more of the cost in this case.

Buying a used Honda City

WHATCAR? Used Test Centre

A third-generation City is for those seeking a reliable, frugal and a nice-to-drive petrol sedan. **Production run** 2008-2013



WHAT'S IT LIKE

Honda introduced the third-generation City in 2008, which was as impressive and practical as the previous models. Unlike the radical looks of the second-generation model, this one got a sleek design which makes it a popular buy in the used car market. Apart from the comfortable seats, generously spacious cabin and an efficient petrol engine, this City is also nice to drive. In the latter half of 2011, Honda launched the facelifted model and we recommend going for this.

THE DRIVE

It's powered by a typical 116bhp 1.5-litre, petrol engine which loves to spin fast. The motor responds well to throttle inputs. It starts pulling strongly once you go past 4,000rpm and pulls hard all the way to the 7,000rpm limit. It is a refined and smooth unit but sounds sporty when pushed hard.

The steering offers good feedback and this car is nice to drive. It is stable at highway speeds. The ride is good over bad roads and the suspension keeps occupants isolated from the road conditions at all times.

WHAT'S IT LIKE INSIDE?

AT THE REAR

The bench is wide and can seat three adults but is a bit low-set. The soft cushioning offers sofa-levels of comfort.

UP FRONT

The seats are wide, well bolstered and softly cushioned. They are a comfortable place to be in.

Photography Ashley Baxter

The third-generation City rides well especially over bad roads.

WHAT TO LOOK OUT FOR

SUSPENSION WEAR
Usually, the suspension bits like the tie-rod and ball joints wear out by around 40,000km. Replacing these bits will lighten your wallet by around Rs 2,500.

STEERING RACK
A peculiar whining noise while driving over bad roads is a sign of a worn-out steering rack assembly. Replacing the entire unit is expensive and will cost you around Rs 48,000.

DOOR CHECKER
Accumulation of dirt on this part results in a loud squeaking noise upon opening or closing the door. Cleaning it gets rid of the sound and a part replacement is not needed.

GEARBOX The smooth-shifting gearbox requires minimal effort to operate.

QUALITY The plastic and fabric quality lack a premium feel while fit and finish are above average.

WHAT TO LOOK FOR

Go for a used City whose complete service history is available. Being a popular used buy, at times, dealers try to make a quick buck by altering the odometer and making an old car appear relatively new. Verifying its details with the authorised workshop will reveal the genuine state of the car.

Honda had recalled City units manufactured from November 2008 to December 2009 to replace a faulty part in the valve train. If the used example that you are looking at was manufactured during that time, then check its recall status.

During the test drive, look out for a peculiar rattling sound while driving over a bad stretch of road. It suggests a worn-out steering rack assembly and replacing the entire unit will set you back by a substantial Rs 48,000. Depending on the driving style, usually the clutch plate, pressure plate and flywheel wear out by around 50,000km. A replacement will lighten your wallet by around Rs 17,000. If the used City has clocked these many kilometres, then get the clutch assembly examined by a technician.

The grey or beige interiors are prone to accumulating grime and get soiled easily. A simple cleaning job will spruce up the interiors and a service centre will charge you around Rs 3,000 for it.

While buying a used car, one is usually sceptical about long-term engine reliability and performance. Honda has a reputation of making bullet-proof reliable engines that continue to deliver good performance and economy irrespective of their age. All it needs for the owner is adherence to the recommended service schedules and to keep oil topped up. The third-generation City's 1.5-litre i-VTEC engine is no different.

LIVING WITH IT

Overall, the third-generation Honda City comes across as an impressive package even today. Apart from a reliable, enthusiastic and efficient engine, it gets a spacious cabin and the added practicality of a big boot. As a used buy, it appeals to the head as well as the heart. In terms of fuel economy, it delivers 9.5kpl in the city and 15.5kpl on the highway. It needs a basic service every 5,000km which will cost you around Rs 5,000. A major service is required every 40,000km which will cost you around Rs 10,000. Insuring a three-year-old model will cost you around Rs 12,000. This clearly is one of the best used cars you can buy.

PRICES WE FOUND
2013 - Rs 6 lakh
2012 - Rs 5.5 lakh
2011 - Rs 4.5 lakh

BUYER'S FILE HONDA CITY i-VTEC

ENGINE
1.5-litre petrol - 116bhp

ANNUAL INSURANCE
Rs 12,000

AVERAGE ECONOMY
12.5kpl

ONE TO GO FOR
Honda City V MT

0-100KPH
10.28 sec

WHATCAR? says...
If you are looking for a used petrol mid-size sedan with a spacious cabin and a reliable engine and strong performance, then the third-generation City suits your needs perfectly. Being a popular used buy, it holds its price quite well, but it is one of the most hassle-free mid-size petrol sedans that you can buy.

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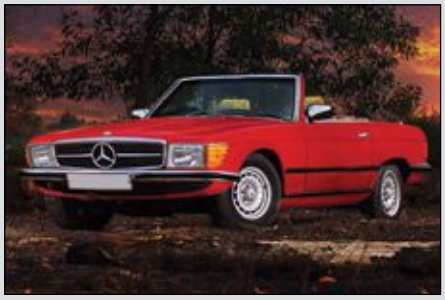

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The What Car? insider's guide to...

... GETTING THE BEST DEAL

WITH THE EXCEPTION of a few high-demand models and super luxury cars, the sticker price is just a starting point for negotiations. Haggling brings some car buyers out in a cold sweat, but don't be intimidated. Remember, salespeople want your business at least as much as you want that new car. It's your money...

DO YOUR HOMEWORK

When you're buying from an authorised dealer, it pays to hunt around and check out prices of the car of your choice at other dealers. Take the best quotes you can find with you. If the dealer knows you can buy the same car for a lesser amount somewhere else, he or she will be more likely to cut you a deal.

DON'T BE INTIMIDATED

Sales staff cut deals for their living and have a number of tactics to sell to you at a price that suits them. Know the games before you set foot in the showroom and you'll be a step ahead.

Ever heard the 'I can give you a special price, but only today' line? Don't believe it. Tomorrow's deal is usually just as good.

Be wary of sales staff who tell you they need to ask their manager before giving you a discount. It might look as if they're working terribly hard on your behalf, but this can just be a ruse to stall haggling.

KEEP AN EYE ON YOUR COST TO CHANGE

Some dealers give what appears to be a big discount only to undervalue your exchanged car. Equally, if a dealer thinks you're more interested in a good price for your old car, they might overvalue the new car and use this to resist haggling. It's the cost to change — the difference between the new car's price and your trade-in — that you pay. Keep it down.

DISCOUNT ON FINANCE

Don't be taken in by glib-talking salesmen offering mouth-watering discounts on the financed amount of the deal. Remember the bigger the financed amount, the more you pay in terms of interest. So your short-term gain may actually be a long-term loss.

REMEMBER DEPRECIATION

A saving on the price looks great, but approach hugely discounted cars with care. Depreciation is the main reason — big discounts are often a sign that cars plummet in value when they leave the showroom.

DON'T GIVE UP A DISCOUNT FOR A SPECIAL OFFER

Finance or insurance deals often tempt buyers into the showroom. Some dealers then use such offers to resist discounting, saying the special deal has eaten into their margin for negotiation. To the inexperienced buyer this sounds like a valid reason, but in most cases these offers are paid for by car manufacturers.

TAKE TIME TO SHOP AROUND

If the salesman doesn't deliver the saving you want, don't panic. Don't ever think your local dealer is your only option, may be there is a better deal available some distance away.

YOUR GUIDE TO...

BUYING FROM START TO FINISH

1 DO YOUR HOMEWORK

Research your chosen car thoroughly before setting foot inside the dealership. You can gather all the essential information using *What Car?* and *Autocar India*, the internet and the telephone.

Will the car be big enough? A surprising number of buyers overlook this until it's too late. How many people do you want to carry? Will the seats fold down for your extra luggage? Is there sufficient rear legroom? Check the car's external dimensions to ensure it will fit in your parking lot.

What about safety? Check what safety equipment comes as standard.

2 SET YOUR BUDGET

The most important thing to remember is that the bills don't stop once you've bought your car. It's all too easy to forget everyday running costs, such as fuel, insurance, servicing and road tax.

It's the same story with the single biggest cost in car ownership: depreciation. You can limit the damage by buying a car with a better future residual value or by securing a big discount up front to offset the expected losses.

3 EXCHANGE BONUS

Selling your old car to the dealer you're buying your new one from can make sense. If your car is a popular make and model in reasonable condition and with a service history and a chunk of its insurance remaining, most dealers will offer a fair price for it.

However, if it is not well maintained or has high mileage, the dealer's exchange price may be too low, or he might even refuse to take it. If so, try selling privately.

4 TEST DRIVE

Before you drive the car, ensure you can get comfortable. Do the seat and steering wheel adjust enough for everyone who will drive the car?

Drive a route you know well, so you can concentrate on the car rather than where you're going. Pick a wide variety of roads and drive for at least half an hour. If you frequently travel on the highway, do just that, and listen for wind, engine or road noise. If you spend most of your time in town, test the car in traffic.

Above all, you should be happy. Is this a car you want to use every day?

5 HAGGLE

Negotiation is the lifeblood of any deal. Demonstrate commitment and look as if you want to do a deal.

You must eventually deliver an ultimatum. If you are getting close to a deal, say that you will buy at the price you are happy with — so long as the salesman agrees now. If he can't do that, then he will lose your business.

6 CLOSE THE DEAL

Eventually you should reach a point where both sides are happy and you can think about shaking hands and putting pen to paper. Remember, though, that this is the point of no return. Once you sign up, you have entered into a contract; pull out after this and the seller is entitled to compensation. The only exception is if you buy on finance, because the contract becomes binding only once the finance firm has also agreed.

Always check the small print of any contract, particularly regarding delivery times. These vary from car to car, so ask the seller how long you'll have to wait, and check the contract.

Assuming there are no problems, sit back, relax and wait for the final step in the process: delivery of your gleaming new car.

HOW TO USE THE BUYER'S GUIDE

Your new car buyer's guide

HOW TO FIND YOUR WAY AROUND INDIA'S BIGGEST AND BEST CAR BUYER'S GUIDE

1 Verdict and prices

WHAT CAR? VERDICT Our road test reviews are the standard by which the car industry judges new cars. Our ratings are:

★★★★★ Outstanding
★★★★★ Good
★★★★★ Average
★★★★★ Below par
★★★★★ Poor

ON THE ROAD PRICE This is the price set by the carmakers (also called ex-showroom price) as well as local registration taxes and insurance charges, listed in Rupees Lakhs.

2 Running costs

INSURANCE For cost comparison purposes, the column below gives an indication of a typical insurance quote for different cars.

COST PER KILOMETRE Calculated over three years/50,000 kilometres. Includes depreciation, road tax, maintenance and fuel, but not insurance.

SERVICING COSTS Regular maintenance costs including parts, labour and taxes (in Mumbai) over 3 years / 30,000km.

3 Performance

AVERAGE KILOMETRE PER LITRE (KPL)
Based on official tests carried out by our sister magazine *Autocar India*, the average figure is a weighted average of two test runs – city and highway.

Please note the official fuel consumption figures are published as a guide only – you may not match them in day-to-day driving.

TANK RANGE
Based on the average kilometres per litre and the car's fuel tank size, this is the maximum distance you're able to travel after filling up the tank.

PERFORMANCE FIGURES
Our performance figures reflect acceleration (0-100kph) and top speed, plus power output (bhp) and torque/pulling power (kgm).

The figures were recorded by our road test team using sophisticated industry-standard timing equipment.

4 Equipment

Find out if a particular model has the necessary features you want. The list includes all models with every variant on sale.

KEY

❄/❄	AC/climate control
	Electric windows (R/F)
	Steering adjust (Tilt/tele)
	Central/remote locking
	Leather seats
	Alloy wheels
	Traction control
	MP3-compatible
	Split/folding seats
	Rear wash wipe
	Electronic Stability Program
	Parking sensors

COST OPTION (Rs) shown in blue. Where more than one option is available, highest-priced option is listed.

MODEL BY MODEL HATCHBACK ENTRY

KEY TO VERDICT
★★★★★ Outstanding
★★★★★ Very good
★★★★★ Good
★★★★★ Reasonable
★★★★★ Poor

** indicates Ex-showroom price
O indicates Optional Indian Driving Cycle figures as per ARAI standards

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control ❄/❄	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger) D/P
HATCHBACK ENTRY																										
MARUTI ALTO 800	Doors 5 Seats 5 Engine/Drive Front/Front Length 3395mm Width 1490mm Height 1475mm Ground Clearance 160mm Boot NA Tank 35 litres Kerb Weight 695-725kg																									
Alto 800 Std (Petrol)	2.82	3.11	2.87	3.11	3.24	–	–	–	8101	13.3	17.8	22.74	544	47.3	7	16.92	13.16	22.29	141	–	–	–	–	–	–	–
Alto 800 LX (Petrol)	3.22	3.55	3.27	3.41	3.56	–	–	–	9052	13.3	17.8	22.74	544	47.3	7	16.92	13.16	22.29	141	❄	–	–	–	–	–	–
Alto 800 LXi (Petrol)	3.46	3.80	3.51	3.66	3.97	–	–	–	9711	13.3	17.8	22.74	544	47.3	7	16.92	13.16	22.29	141	❄	■	–	–	–	–	–
Alto 800 LXi Airbag (Petrol)	3.50	4.00	3.68	3.84	4.01	–	–	–	–	13.3	17.8	22.74	544	47.3	7	16.92	13.16	22.29	141	❄	■	–	–	–	1	–
Alto 800 VXi (Petrol)	3.61	3.96	3.65	3.81	4.13	–	–	–	11100	13.3	17.8	22.74	544	47.3	7	16.92	13.16	22.29	141	❄	■	–	■	–	–	–
Alto 800 VXi Airbag (Petrol)	3.81	4.18	3.29**	3.38**	4.36	–	–	–	–	13.3	17.8	22.74	544	47.3	7	16.92	13.16	22.29	141	❄	■	–	■	–	1	–
Alto 800 Std (CNG)	3.64	3.88	3.29**	3.22**	3.26**	–	–	–	10839	–	–	30.46	–	47.3	7	–	–	–	–	–	–	–	–	–	–	–
Alto 800 LX (CNG)	3.88	4.13	3.51**	3.44**	3.48**	–	–	–	11303	–	–	30.46	–	47.3	7	–	–	–	–	❄	–	–	–	–	–	–
Alto 800 LXi (CNG)	4.09	4.33	3.70**	3.62**	3.66**	–	–	–	11978	–	–	30.46	–	47.3	7	–	–	–	–	❄	■	–	–	–	–	–

The dos and don'ts of car ownership

Owning

It's straightforward. If you look after your car, you reap the rewards when you need to sell it or even if you choose to exchange it at an authorised dealer.

1 Don't put your own 'stamp' on your car. People are suspicious of non-standard features such as fat exhaust pipes, spoilers and non-standard alloy wheels when they are buying.

2 Don't use your car as a builder's truck. Heavy, sharp objects are likely to damage the interior and suspension. Hire a van, rather than loading up your car while shifting houses.

3 Don't attempt tricky, do-it-yourself repairs. You are not an expert, the mechanic is. Don't try minor body repairs either – buyers will see them from a distance.

4 Pets and cigarettes – car buyers don't like them. If your car seats have burn holes in them and the interior smells of wet dog, it'll shave thousands off the value of your car.

5 Cover your car. It helps keep natural elements at bay and also protects - against vandalism.

Maintenance

Simple, routine maintenance can save you hundreds, if not thousands of rupees. Not only will you get a better price when you sell, it could save you a packet in repair bills. Having all the spaces stamped in the service book also sends out a positive message to buyers.

1 Shop around when your car is due for a service. Authorised dealers charge different rates for parts as well as labour – you can save hundreds of rupees.

2 Consider using a non-authorised garage for servicing only if it has the requisite equipment to handle your car. They are cheaper and as long as they stick to the service requirements and use manufacturer-approved or original equivalent parts, you'll preserve your warranty. Get them to give you receipts for parts and make sure the invoice details all the necessary work. Most important, file the paperwork safely!

3 Hand-wash your car. Some of the automated car washes can damage your car's paintwork in the long term.

4 Check your oil and water regularly. Your workshop can't be held responsible if your engine seizes up because you haven't put oil in it.

5 Get any odd noises checked promptly. You could head off a serious problem and prevent a huge repair bill later on.

Our car and your driving

Driving sensibly can save you cash. The cost of fuel is rising at an incredible rate and if you adopt driving habits to keep those costs down, you'll find it'll pay in the long-run.

1 Keep your tyres inflated to correct pressures. If you are taking the trouble to shop around for cheaper fuel prices, you might as well save a few rupees per litre by maintaining the pressure in your tyres.

2 Don't plant your foot on the accelerator when starting up your car and try to read the traffic ahead so you are not constantly moving from the brake to the accelerator – you'll get better fuel economy.

3 Avoid unnecessary local journeys. It puts more kilometres on the clock and if you take a walk, it'll do wonders for your health.

MODEL BY MODEL HATCHBACK ENTRY

	Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
ALTO 800	–	–	–	–	–	No	No	N/Y	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	N/Y	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	N/Y	No	Re	No	–	No	In/No	–	–	No
	–	–	–	–	–	No	No	N/Y	No	Re	No	–	No	In/No	–	–	No
	–	–	S	Y/N	–	No	No	N/Y	No	Re	No	–	No	In/No	–	–	No
	–	–	S	Y/N	–	No	No	N/Y	No	Re	No	–	No	In/No	–	–	No
	–	–	–	–	–	No	No	N/Y	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	N/Y	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	N/Y	No	Re	No	–	No	In/No	–	–	No

MODEL BY MODEL

TATA NANO ★★★★★

You'll like Feels more upmarket now, cabin space, boot is now accessible. **You won't** Bumpy ride remains, steering is still heavy (non-power steering versions). **We say** Updates make Nano more desirable. **Buy** XT.

MARUTI ALTO 800 ★★★★★

You'll like Improved performance, impressive ride. **You won't** Cramped cabin, small rear glass, poor seats.
We say Substantially improved and feels a generation ahead. **Buy** LXi.

MODEL BY MODEL HATCHBACK ENTRY TO HATCHBACK MEDIUM

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
KEY TO VERDICT ★★★★★ Outstanding ★★★★★ Very good ★★★★★ Good ★★★★★ Reasonable ★★★★★ Poor	** indicates Ex-showroom price O indicates Optional Indian Driving Cycle figures as per ARAI standards																									
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
MARUTI ALTO K10	**Doors** 5 **Seats** 4 **Engine/Drive** Front/Front **Length** 3545mm **Width** 1295mm **Height** 1475mm **Ground Clearance** 160mm **Boot** 177 **Tank** 35 litres **Kerb Weight** 740-835kg																									
LX K10 (Petrol)	3.55	3.92	3.67	3.77	3.83	–	–	–	–	–	–	24.07	–	67.0	9.18	–	–	–	–	❄	–	–	–	–	–	–
LXi K10 (Petrol)	3.73	4.10	3.83	3.95	4.27	–	–	–	–	–	–	24.07	–	67.0	9.18	–	–	–	–	❄	–	–	–	–	–	–
LXi K10 (P/CNG)	4.42	4.68	NA	4.14	NA	–	–	–	–	–	–	–	–	67.0	9.18	–	–	–	–	❄	–	–	–	–	–	–
VXi K10 (Petrol)	3.91	4.30	4.00	4.14	4.46	–	–	–	–	–	–	24.07	–	67.0	9.18	–	–	–	–	❄	●	–	●	–	–	–
VXi AMT K10 (Petrol)	4.45	4.88	4.46	4.63	5.00	–	–	–	–	–	–	24.07	–	67.0	9.18	–	–	–	–	❄	●	–	●	–	–	–
VXi (O) K10 (Petrol)	4.12	4.53	4.21	4.36	4.70	–	–	–	–	–	–	24.07	–	67.0	9.18	–	–	–	–	❄	●	–	●	–	–	–
DATSUN GO	**Doors** 5 **Seats** 4 **Engine/Drive** Front/Front **Length** 3785mm **Width** 1635mm **Height** 1485mm **Ground Clearance** 170mm **Boot** 265 litres **Tank** 35 litres **Kerb Weight** 788kg																									
D (Petrol)	3.58	3.99	3.80	3.88	4.05	–	–	–	–	12.8	17.9	20.6	537	67.0	10.61	14.54	16.56	22.05	155	–	–	–	–	–	–	–
D1 (Petrol)	3.60	4.02	3.83	3.91	4.08	–	–	–	–	12.8	17.9	20.6	537	67.0	10.61	14.54	16.56	22.05	155	–	–	–	–	–	–	–
A (Petrol)	3.96	4.41	4.17	4.28	4.47	–	–	–	–	12.8	17.9	20.6	537	67.0	10.61	14.54	16.56	22.05	155	❄	–	–	–	–	–	–
T (Petrol)	4.47	5.00	4.66	4.79	5.03	–	–	–	–	12.8	17.9	20.6	537	67.0	10.61	14.54	16.56	22.05	155	❄	●	–	●	–	–	–
HYUNDAI EON	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 3495mm **Width** 1550mm **Height** 1500mm **Ground Clearance** 170mm **Boot** 215/– **Tank** 32 litres **Kerb Weight** 715-795kg																									
D-Lite (Petrol)	3.42	3.76	3.46	3.87	3.72	–	–	–	8299	13.7	17.2	21	490	55	7.6	17.60	16.86	26.49	142	–	–	–	–	–	–	–
D-Lite + (Petrol)	3.70	3.98	3.22	3.91	4.07	–	–	–	9047	13.7	17.2	21	490	55	7.6	17.60	16.86	26.49	142	❄	–	–	–	–	–	–
D-Lite + (Petrol/LPG)	3.60	4.41	3.61	4.04	4.17	–	–	–	11048	–	–	–	–	55	7.6	–	–	–	–	❄	–	–	–	–	–	–
Era + (Petrol)	3.85	4.15	3.47	4.04	4.24	–	–	–	9418	13.7	17.2	21	490	55	7.6	17.60	16.86	26.49	142	❄	●	–	●	–	–	–
Era + (Petrol/LPG)	3.74	4.54	3.75	4.39	4.57	–	–	–	11467	–	–	–	–	55	7.6	–	–	–	–	❄	●	–	●	–	–	–
Magna + (Petrol)	4.18	4.51	3.79	4.39	4.61	–	–	–	10214	13.7	17.2	21	490	55	7.6	17.60	16.86	26.49	142	❄	●	✚	●	–	–	–
Magna + (Petrol/LPG)	4.50	4.63	4.08	4.54	4.94	–	–	–	12365	–	–	–	–	55	7.6	–	–	–	–	❄	●	✚	●	–	–	–
Magna + 1.0 litre Kappa (Petrol)	4.52	4.86	4.07	4.51	4.97	–	–	–	–	–	–	–	–	68	9.6	–	–	–	–	❄	●	✚	●	–	–	–
Sportz (Petrol)	4.50	4.84	4.10	4.72	4.95	–	–	–	10956	13.7	17.2	21	490	55	7.6	17.60	16.86	26.49	142	❄	●	✚	●	–	1	–
TATA NANO	**Doors** 5 **Seats** 5 **Engine/Drive** Rear/Rear **Length** 3099mm **Width** 1495mm **Height** 1652mm **Ground Clearance** 180mm **Boot** 80/500 **Tank** 15 litres **Kerb Weight** 695-765kg																									
XE (Petrol)	2.32	2.65	2.54	2.51	2.63	0.6	–	–	6952	14.6	20.3	25	261	37.4	5.2	26.83	24.04	46.15	–	–	–	–	–	–	–	–
XM (Petrol)	2.64	3.01	NA	NA	2.96	0.7	–	–	7740	14.6	20.3	25	261	37.4	5.2	26.83	24.04	46.15	–	❄	–	–	–	–	–	–
XMA (Petrol)	3.07	3.48	3.19	NA	3.41	–	–	–	–	–	–	–	–	37.4	5.2	–	–	–	–	❄	–	–	–	–	–	–
XT (Petrol)	2.79	3.23	2.96	2.95	3.18	–	–	–	–	14.6	20.3	25	261	37.4	5.2	26.83	24.04	46.15	–	❄	●	–	●	–	–	–
XTA (Petrol)	3.29	3.70	NA	NA	3.62	–	–	–	–	–	–	–	–	37.4	5.2	–	–	–	–	❄	●	–	●	–	–	–
CHEVROLET SPARK	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 3495mm **Width** 1495mm **Height** 1518mm **Ground Clearance** 170mm **Boot** 170/845 **Tank** 38 litres **Kerb Weight** 840kg																									
1.0 (Petrol)	4.00	4.42	4.23	4.06	4.07	–	–	–	9177	12.3	16.9	17.4	555	63	9.2	15.93	15.19	23.03	151	❄	–	–	–	–	–	D
1.0 LS (Petrol)	4.30	4.75	4.53	4.37	4.35	2.4	–	–	9897	12.3	16.9	17.4	555	63	9.2	15.93	15.19	23.03	151	❄	●	–	–	–	–	D
1.0 LT (Petrol)	4.64	5.10	4.84	4.70	4.65	2.5	–	–	10632	12.3	16.9	17.4	555	63	9.2	15.93	15.19	23.03	151	❄	●	–	●	–	–	D

HATCHBACK MEDIUM

CHEVROLET BEAT	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 3640mm **Width** 1595mm **Height** 1520mm **Ground Clearance** 165mm **Boot** 170/– **Tank** 35 litres **Kerb Weight** 965/1027kg																									
1.2 PS (Petrol)	4.71	5.12	4.85	4.77	4.85	2.7	–	–	10929	11.5	15.3	–	469	79	10.9	14.86	15.99	22.43	159	❄	–	–	–	–	–	–
1.2 LS (Petrol)	4.99	5.44	5.14	5.07	5.14	2.9	–	–	11518	11.5	15.3	–	469	79	10.9	14.86	15.99	22.43	159	❄	●	–	●	–	–	D
1.2 LS (LPG)	4.76	5.56	5.44	5.33	5.44	3.6	–	–	11974	–	–	–	–	79	10.9	–	–	–	–	❄	●	–	●	–	–	D
1.2 LT (Petrol)	5.45	5.94	5.63	5.55	5.63	3.0	–	–	12594	11.5	15.3	–	469	79	10.9	14.86	15.99	22.43	159	❄	●	✚	●	–	–	D
1.2 LT (LPG)	5.17	6.09	5.97	5.79	5.97	3.7	–	–	13127	–	–	–	–	79	10.9	–	–	–	–	❄	●	✚	●	–	–	D
1.2 LT Option (Petrol)	6.06	6.56	6.20	6.11	6.19	3.3	–	–	13812	11.5	15.3	–	469	79	10.9	14.86	15.99	22.43	159	❄	●	✚	●	–	2	D
PS (Diesel)	5.69	6.24	5.79	5.97	5.78	4.2	–	–	15714	16	19.1	25.4	614	58.5	15.29	18.59	14.11	16.48	145	❄	–	–	–	–	–	–
LS (Diesel)	5.98	6.59	6.11	6.31	6.11	4.4	–	–	16602	16	19.1	25.4	614	58.5	15.29	18.59	14.11	16.48	145	❄	●	–	●	–	–	D
LT (Diesel)	6.45	7.11	6.60	6.80	6.59	4.6	–	–	18030	16	19.1	25.4	614	58.5	15.29	18.59	14.11	16.48	145	❄	●	✚	●	–	–	D
LT Option (Diesel)	7.25	7.71	7.17	7.39	7.16	5.2	–	–	19574	16	19.1	25.4	614	58.5	15.29	18.59	14.11	16.48	145	❄	●	✚	●	–	2	D
HONDA BRIO	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 3610mm **Width** 1680mm **Height** 1500mm **Ground Clearance** 165mm **Boot** – **Tank** 35 litres **Kerb Weight** 920-940kg																									
E M/T (Petrol)	4.62	5.09	4.91	4.97	5.16	–	–	–	14965	12.6	17	18.4	518	88	11.1	12.47	14.51	22.32	140	❄	●	–	●	–	–	–
EX M/T (Petrol)	4.85	5.36	5.14	5.22	5.42	–	–	–	15596	12.6	17	18.4	518	88	11.1	12.47	14.51	22.32	140	❄	●	–	●	–	–	–
S M/T (Petrol)	5.23	5.79	5.53	5.63	5.84	–	–	–	16343	12.6	17	18.4	518	88	11.1	12.47	14.51	22.32	140	❄	●	–	●	–	–	–
V M/T (Petrol)	5.59	6.19	5.90	6.00	6.30	–	–	–	18165	12.6	17	18.4	518	88	11.1	12.47	14.51	22.32	140	❄	●	–	●	–	–	–
VX M/T (Petrol)	6.01	6.65	6.34	6.47	6.80	–	–	–	18992	12.6	17	18.4	518	88	11.1	12.47	14.51	22.32	140	❄	●	✚	●	–	2	–
VXBL M/T (Petrol)	6.51	7.20	6.85	7.04	7.36	–	–	–	–	12.6	17	18.4	518	88	11.1	12.47	14.51	22.32	140	❄	●	✚	●	–	2	–
VX A/T (Petrol)	7.04	7.58	7.20	7.36	7.73	–	–	–	19144	–	–	–	–	88	11.1	15.09	8.36	12.37	–	❄	●	✚	●	–	2	–
VXBL A/T (Petrol)	7.56	8.14	7.71	7.89	8.29	–	–	–	–	–	–	–	–	88	11.1	15.09	8.36	12.37	–	❄	●	✚	●	–	2	–
DATSUN GO+	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Front **Length** 3995mm **Width** 1635mm **Height** 1490mm **Ground Clearance** 170mm **Boot** 48/347 litres **Tank** 35 litres **Kerb Weight** 788kg																									
D (Petrol)	4.18	4.66	4.42	4.51	4.73	–	–	–	–	–	–	20.6	–	67.0	10.61	–	–	–	–	–	–	–	–	–	–	–
D1 (Petrol)	4.21	4.69	4.45	4.54	4.76	–	–	–	–	–	–	20.6	–	67.0	10.61	–	–	–	–	–	–	–	–	–	–	–

WHATCAR?

Buying a new car?

What Car? can help you choose the right car.

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
ALTO K10																
–	–	–	–		No	No	N/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	N/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	N/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–		Y/N		No	Yes	Y/N	No	In	No	–	No	In/No	–	–	No
GO																
–	–	–	–		No	No	Y/Y	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	Y/Y	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	Y/Y	No	In	No	–	No	Ex/No	–	–	No
–	–		Y/Y		No	No	Y/Y	No	In	No	–	No	Ex/No	–	–	No
EON																
–	–	–	–		No	No	N/N	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	N/N	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	N/N	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	N/N	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	N/N	No	In	No	–	No	Ex/No	–	–	No
–	–		Y/Y		No	No	N/N	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	No	N/N	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	No	N/N	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	Yes	N/N	No	In	No	–	No	In/No	–	–	No
NANO																
–	–	–	–		No	No	Y/N	No	–	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	Y/N	No	–	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	Y/Y	No	–	No	–	No	Ex/No	–	–	No
–	–		Y/Y		No	Yes	Y/N	No	–	No	–	No	Ex/No	–	–	No
–	–		Y/Y		No	Yes	Y/Y	No	–	No	–	No	Ex/No	–	–	No
SPARK																
–	–	–	–	–	No	No	N/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–	–	No	No	N/N	No	In	No	–	No	In/No	–	–	No
	–	–	Y/Y	–	No	Yes	N/N	No	In	Yes		No	In/No	–	–	No
BEAT																
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	Yes	Y/N	No	In	Yes		No	In/No	–	–	No
–	–		Y/Y		No	Yes	Y/N	No	In	Yes		No	In/No	–	–	No
	–		Y/Y		No	Yes	Y/N	No	In	Yes		Yes	In/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	Yes	Y/N	No	In	Yes		No	In/No	–	–	No
	–		Y/Y		No	Yes	Y/N	No	In	Yes		Yes	In/No	–	–	No
BRIO																
–	–	–	–		No	No	Y/Y	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	No	Y/Y	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	No	Y/Y	No	In	Yes	–	No	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	In	Yes	–	No	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
GO+																
–	–	–	–		No	No	Y/Y	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	Y/Y	No	In	No	–	No	Ex/No	–	–	No

DATSUN GO ★★★★★

You'll like Practicality, easy to drive.
You won't Evidence of cost cutting, sales and service network not robust as yet.
We say Well priced, practical and easy to drive, but feels built to a cost. **Buy** T

CHEVROLET SPARK ★★★★★

You'll like Refined engine, warranty package.
You won't Small boot, driver's seat.
We say Sweet and friendly city car.
Buy LS

MARUTI ALTO K10 ★★★★★

You'll like Peppy engine, easy to drive.
You won't Narrow cabin, skinny tyres.
We say A big upgrade over the old K10.
Buy LXi

HYUNDAI EON ★★★★★

You'll like Styling, interior quality.
You won't Mediocre engine, dull to drive.
We say Stylish, affordable runabout that feels a class higher. Now also in LPG. **Buy** Magna +.

DATSUN GO+ ★★★★★

You'll like Engine response, price, easy to drive. **You won't** Minimal thigh support, rear luggage space. **We say** Could very well turn out to be a practical and popular five-seater.
Buy T

MARUTI WAGON R ★★★★★

You'll like Lively performance, feels effortless to drive, class-leading cabin space.
You won't Lacks refinement of rivals, not a great highway car. **We say** Easily the most user-friendly city car. **Buy** VXi.

HYUNDAI i10 ★★★★★

You'll like Responsive engine, equipment.
You won't Mediocre dynamics.
We say Highly competent small car.
Buy Magna.

CHEVROLET BEAT ★★★★★

You'll like Stunning design, pliant ride and efficiency (diesel). **You won't** Average performance, noisy at high revs (diesel), small boot. **We say** Still a fresh breath in this segment. **Buy** LT.

WHATCAR?

Which car is the best in its class?

Turn to our Test Centre section and find out.

MODEL BY MODEL HATCHBACK MEDIUM TO HATCHBACK PREMIUM

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
KEY TO VERDICT ★★★★★ Outstanding ★★★★★ Very good ★★★★★ Good ★★★★★ Reasonable ★★★★★ Poor	** indicates Ex-showroom price O indicates Optional Indian Driving Cycle figures as per ARAI standards																									
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
A (Petrol)	4.58	5.08	4.80	4.91	5.13	–	–	–	–	–	–	20.6	–	67.0	10.61	–	–	–	–	❄	–	–	–	–	–	–
T (Petrol)	5.12	5.67	5.30	5.43	5.69	–	–	–	–	–	–	20.6	–	67.0	10.61	–	–	–	–	❄	◗	–	◆	–	–	–
MARUTI CELERIO	Doors 5 Seats 5 Engine/Drive Front/Front Length 3600mm Width 1600mm Height 1560mm Ground Clearance 165mm Boot 235 litres Tank 35 litres Kerb Weight 810-900kg																									
LXi M/T (Petrol)	4.36	4.73	4.39	4.57	4.90	–	–	–	–	–	–	23.1	–	67	9.1	14.94	–	–	–	❄	–	–	–	–	–	–
LXi A/T (Petrol)	4.69	5.31	4.79	5.01	5.19	–	–	–	–	–	–	23.1	–	67	9.1	15.41	–	–	–	❄	–	–	–	–	–	–
VXi M/T (Petrol)	4.71	5.07	4.71	4.86	5.25	–	–	–	–	–	–	23.1	–	67	9.1	14.94	–	–	–	❄	◗/◗	–	◆	–	–	–
VXi A/T (Petrol)	4.95	5.07	5.12	5.30	5.79	–	–	–	–	–	–	23.1	–	67	9.1	15.41	–	–	–	❄	◗/◗	–	◆	–	–	–
VXi M/T (CNG)	5.42	5.64	4.88**	4.77**	4.82**	–	–	–	–	–	–	31/kg	–	57	9.1	–	–	–	–	❄	◗/◗	–	◆	–	–	–
ZXi M/T (Petrol)	5.04	6.01	5.02	5.20	5.61	–	–	–	–	–	–	23.1	–	67	9.1	14.94	–	–	–	❄	◗/◗	✚	◆	–	1	–
ZXi A/T (Petrol)	4.99**	5.42**	5.21**	5.08**	5.13**	–	–	–	–	–	–	23.1	–	67	9.1	15.41	–	–	–	❄	◗/◗	✚	◆	–	1	–
ZXi (O) M/T (Petrol)	5.53	5.96	5.51	5.71	6.22	–	–	–	–	–	–	23.1	–	67	9.1	14.94	–	–	–	❄	◗/◗	✚	◆	–	2	D
LDi M/T (Diesel)	5.24	5.70	5.41	5.61	5.82	–	–	–	–	16.7	20.9	27.6	658	47	12.7	22.66	15.72	18.84	138	❄	–	–	–	–	–	–
VDi M/T (Diesel)	5.57	6.06	5.75	5.90	6.23	–	–	–	–	16.7	20.9	27.6	658	47	12.7	22.66	15.72	18.84	138	❄	◗/◗	–	◆	–	–	–
ZDi M/T (Diesel)	5.90	6.42	6.08	6.25	6.60	–	–	–	–	16.7	20.9	27.6	658	47	12.7	22.66	15.72	18.84	138	❄	◗/◗	✚	◆	–	1	–
ZDi (O) M/T (Diesel)	6.41	6.97	6.60	6.79	7.16	–	–	–	–	16.7	20.9	27.6	658	47	12.7	22.66	15.72	18.84	138	❄	◗/◗	✚	◆	–	2	D
NISSAN MICRA ACTIVE	Doors 5 Seats 5 Engine/Drive Front/Front Length 3780-3801mm Width 1665mm Height 1530mm Ground Clearance 154mm Boot 251 litres Tank 41 litres																									
XE (Petrol)	3.89	4.37	3.59	4.19	4.40	–	–	–	–	11.8	17.5	19	600	75	10.6	14.23	16.08	22.94	153	❄	–	✚	–	–	–	–
XL (Petrol)	4.83	5.42	5.18	5.18	5.58	–	–	–	–	11.8	17.5	19	600	75	10.6	14.23	16.08	22.94	153	❄	◗	✚	◆	–	–	–
XV (Petrol)	5.25	5.77	5.53	5.53	5.95	–	–	–	–	11.8	17.5	19	600	75	10.6	14.23	16.08	22.94	153	❄	◗/◗	✚	◆	–	–	–
XV S (Petrol)	5.50	6.03	5.79	5.89	6.29	–	–	–	–	11.8	17.5	19	600	75	10.6	14.23	16.08	22.94	153	❄	◗/◗	✚	◆	–	2	–
HYUNDAI i10	Doors 5 Seats 5 Engine/Drive Front/Front Length 3565mm Width 1595mm Height 1550mm Ground Clearance 165mm Boot 225/– Tank 35 litres Kerb Weight 860-952kg																									
1.1 Era (Petrol)	4.62	4.97	4.77	4.86	5.12	3.3	–	–	12231	12.0	16.3	17.8	500	68	10.1	15.55	14.67	20.64	149	❄	◗	–	◆	–	–	–
1.1 Magna (Petrol)	4.87	5.24	5.01	5.11	5.40	3.4	–	–	12635	12.0	16.3	17.8	500	68	10.1	15.55	14.67	20.64	149	❄	◗/◗	–	◆	–	–	–
1.1 Magna LPG (Petrol)	4.50**	5.03	4.46**	4.38**	5.35	–	–	–	–	12.0	16.3	17.8	500	68	10.1	15.55	14.67	20.64	149	❄	◗/◗	–	◆	–	–	–
1.1 Sportz (Petrol)	5.18	5.58	5.34	5.47	5.75	–	–	–	13970	12.0	16.3	17.8	500	68	10.1	15.55	14.67	20.64	149	❄	◗/◗	–	◆	–	–	–
1.1 Sportz LPG (Petrol)	5.50	5.35	4.75**	4.66**	6.16	–	–	–	–	12.0	16.3	17.8	500	68	10.1	15.55	14.67	20.64	149	❄	◗/◗	–	◆	–	–	–
TATA INDICA	Doors 5 Seats 5 Engine/Drive Front/Front Length 3690mm Width 1665mm Height 1485mm Ground Clearance 165-170mm Boot 220/– Tank 37 litres/ 30.7 litres (LPG)																									
GLS (P/CNG) emax	4.63	5.11	NA	NA	NA	2.3	–	–	–	–	–	–	–	55	9.1	–	–	–	–	❄	–	–	–	–	–	–
GLX (P/CNG) emax	4.92	5.43	NA	NA	NA	2.7	–	–	–	–	–	–	–	55	9.1	–	–	–	–	❄	◗	–	◆	–	–	–
eV2 LS (Diesel)	5.24	5.70	5.25	5.61	5.68	–	–	–	14371	15.3	19.3	25	640	69	14.2	15.9	12.8	17.8	–	❄	–	–	–	–	–	–
eV2 LX (Diesel)	5.71	6.21	5.71	6.11	6.25	–	–	–	15284	15.3	19.3	25	640	69	14.2	15.9	12.8	17.8	–	❄	◗	–	◆	–	–	–
MARUTI WAGON R	Doors 5 Seats 5 Engine/Drive Front/Front Length 3595mm Width 1475-1495mm Height 1670-1700mm Ground Clearance 165mm Boot 180 Tank 35 litres/ LPG 28 litres																									
LX (Petrol)	4.11	4.41	4.14	4.52	4.50	2.3	–	–	11234	12.4	17.0	18.9	514	67	9.17	16.9	15.69	23.56	152	❄	–	–	–	–	–	–
LXi (Petrol)	4.46	4.81	4.17	4.83	4.98	2.5	–	–	12114	12.4	17.0	18.9	514	67	9.17	16.9	15.69	23.56	152	❄	◗	–	◆	–	–	–
LXi (CNG)	5.07	5.27	4.51**	4.45**	4.46**	3.3	–	–	14410	–	–	–	–	67/58	9.1/7.8	–	–	–	–	❄	◗	–	◆	–	–	–
VXi (Petrol)	4.76	5.11	4.73	5.07	5.28	2.5	–	–	12857	12.4	17.0	18.9	514	67	9.17	16.9	15.69	23.56	152	❄	◗/◗	✚	◆	–	0	–
VXi ABS (Petrol)	5.10	5.48	4.77	5.44	5.47	–	–	–	13775	12.4	17.0	18.9	514	67	9.17	16.9	15.69	23.56	152	❄	◗/◗	✚	◆	–	0	–
MARUTI WAGON R STINGRAY	Doors 5 Seats 5 Engine/Drive Front/Front Length 3636mm Width 1475-1495mm Height 1670-1700mm Ground Clearance 165mm Boot 180 Tank 35 litres																									
LXi (Petrol)	4.68	5.04	4.69	5.05	5.25	–	–	–	–	12.4	17.0	18.9	514	67	9.17	16.9	15.69	23.56	152	❄	◗	–	◆	–	–	–
VXi (Petrol)	4.99	5.37	4.99	5.32	5.58	–	–	–	–	12.4	17.0	18.9	514	67	9.17	16.9	15.69	23.56	152	❄	◗/◗	✚	◆	–	–	–
VXi (O) (Petrol)	5.30	5.71	5.31	5.66	5.74	–	–	–	–	12.4	17.0	18.9	514	67	9.17	16.9	15.69	23.56	152	❄	◗/◗	✚	◆	–	1	–

HATCHBACK PREMIUM

HONDA JAZZ	Doors 5 Seats 5 Engine/Drive Front/Front Length 3955mm Width 1694mm Height 1544mm Ground Clearance 165mm Boot 354 Tank 40 litres Kerb Weight 1007-1155kg																									
E (Petrol)	5.80	6.35	6.14	6.20	6.48	–	–	–	–	–	–	18.2	–	88.7	11.2	–	–	–	–	❄	◗/◗	✚	–	–	–	–
S (Petrol)	6.48	7.09	6.84	6.93	7.24	–	–	–	–	–	–	18.2	–	88.7	11.2	–	–	–	–	❄	◗/◗	✚	◆	–	–	D
S CVT (Petrol)	7.81	8.32	7.98	8.12	8.50	–	–	–	–	–	–	19	–	88.7	11.2	14.41	9.15	11.50	–	❄	◗/◗	✚	◆	–	–	D
V (Petrol)	7.21	7.69	7.39	7.51	7.84	–	–	–	–	–	–	18.2	–	88.7	11.2	–	–	–	–	❄	◗/◗	✚	◆	–	2	D
V (Petrol)	7.60	8.10	7.79	7.92	8.28	–	–	–	–	–	–	18.2	–	88.7	11.2	–	–	–	–	❄	◗/◗	✚	◆	–	2	D
V CVT (Petrol)	8.75	8.33	8.93	9.11	9.54	–	–	–	–	–	–	19	–	88.7	11.2	14.41	9.15	11.50	–	❄	◗/◗	✚	◆	–	2	D
VX (Petrol)	8.14	8.67	8.32	8.48	8.86	–	–	–	–	–	–	18.2	–	88.7	11.2	–	–	–	–	❄	◗/◗	✚	◆	–	2	D
E (Diesel)	7.38	7.88	7.46	7.58	7.92	–	–	–	–	–	–	26.8	–	98.6	20.4	12.33	11.87	14.40	–	❄	◗/◗	✚	–	–	–	–
S (Diesel)	8.10	8.65	8.17	8.32	8.69	–	–	–	–	–	–	26.8	–	98.6	20.4	12.33	11.87	14.40	–	❄	◗/◗	✚	◆	–	–	D
SV (Diesel)	8.66	9.26	8.73	8.90	9.29	–	–	–	–	–	–	26.8	–	98.6	20.4	12.33	11.87	14.40	–	❄	◗/◗	✚	◆	–	2	D
V (Diesel)	9.17	9.79	9.23	9.43	9.85	–	–	–	–	–	–	26.8	–	98.6	20.4	12.33	11.87	14.40	–	❄	◗/◗	✚	◆	–	2	D
VX (Diesel)	9.71	10.38	9.77	9.98	10.42	–	–	–	–	–	–	26.8	–	98.6	20.4	12.33	11.87	14.40	–	❄	◗/◗	✚	◆	–	2	D

HONDA JAZZ ★★★★★

You'll like Spacious cabin, massive boot. **You won't** Doesn't drive like a Honda, diesel engine is noisy. **We say** Well-rounded hatchback that puts practicality above all else. **Buy** V.

FORD FIGO ★★★★★

You'll like Ride and handling, value for money. **You won't** Petrol motor lacks punch, not as modern as rivals. **We say** Excellent value for money proposition. **Buy** ZXI.

MARUTI RITZ ★★★★★

You'll like Refined engines, practicality **You won't** Small boot **We say** The Ritz is good to drive and a more practical alternative to the sporty Swift. **Buy** Vdi ABS.

NISSAN MICRA

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
–	–	–	–		No	No	Y/Y	No	In	No	–	No	Ex/No	–	–	No
–	–		Y/Y		No	No	Y/Y	No	In	No	–	No	Ex/No	–	–	No
CELERIO																
–	–	–	–	–	No	No	N/Y	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–	–	No	No	Y/Y	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	N/Y	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	Y/Y	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	N/Y	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	No	Y/Y	No	In	Yes		No	El/No	–	–	No
–	–		Y/Y		No	No	Y/Y	No	In	Yes		No	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	In	Yes		Yes	El/No	–	–	No
–	–	–	–	–	No	No	N/Y	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	N/Y	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	No	Y/Y	No	In	Yes		No	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	In	Yes		Yes	El/No	–	–	No
Kerb Weight 930-1008kg																**MICRA ACTIVE**
–	–	–	–		No	No	N/N	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	N/N	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	No	Y/N	No	In	No	–	Yes	In/No	–	–	No
i10																
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	No	Y/N	No	In	Yes		No	El/No	–	–	No
–	–		Y/Y		No	No	Y/N	No	In	Yes		No	El/No	–	–	No
Kerb Weight 995-1080kg																**INDICA**
–	–	–	–	–	No	No	Y/N	No	In	No	–	No	In/No	–	–	No
	–		Y/Y		No	Yes	Y/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–	–	No	No	Y/N	No	In	No	–	No	In/No	–	–	No
	–		Y/Y		No	Yes	Y/N	No	In	No	–	No	In/No	–	–	No
Kerb Weight 860-925kg																**WAGON R**
–	–	–	–		No	No	N/N	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	N/N	No	In	No	–	No	Ex/No	–	–	No
–	–	–	–		No	No	N/N	No	In	No	–	No	Ex/No	–	–	No
–	–		N/Y		No	Yes	Y/N	No	In	Yes		No	El/No	–	–	No
–	–		N/Y		No	Yes	Y/N	No	In	Yes		Yes	El/No	–	–	No
Kerb Weight 870-885kg																**WAGON R STINGRAY**
–	–	–	–		No	Yes	Y/Y	No	In	No	–	No	Ex/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	In	Yes		No	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	In	Yes		Yes	El/No	–	–	No
JAZZ																
–	–		Y/Y		No	No	Y/Y	–	In	No	–	–	In/No	–	–	No
–	–		Y/Y		No	No	Y/Y	–	In	Yes	–	–	El/No	–	–	No
–	–		Y/Y		No	No	Y/Y	–	In	Yes	–	Yes	El/No	–	–	No
–	–		Y/Y		No	Yes	Y/Y	–	In	Yes	–	Yes	El/No	–	–	Yes
	–		Y/Y		No	Yes	Y/Y	–	In	Yes		Yes	El/Yes	–	–	Yes
	–		Y/Y		No	Yes	Y/Y	–	In	Yes		Yes	El/Yes	–	–	Yes
	–		Y/Y		No	Yes	Y/Y	–	In	Yes		Yes	El/Yes	–	–	Yes
–	–		Y/Y		No	No	Y/Y	–	In	No	–	Yes	In/No	–	–	No
–	–		Y/Y		No	No	Y/Y	–	In	Yes	–	Yes	El/No	–	–	No
–	–		Y/Y		No	Yes	Y/Y	–	In	Yes	–	Yes	El/No	–	–	Yes
	–		Y/Y		No	Yes	Y/Y	–	In	Yes		Yes	El/Yes	–	–	Yes
	–		Y/Y		No	Yes	Y/Y	–	In	Yes		Yes	El/Yes	–	–	Yes

HYUNDAI GRAND i10 ★★★★★

You'll like Fuel efficiency (diesel), equipment, value for money. **You won't** Lacklustre driving experience, diesel lacks punch.
We say Efficient and user-friendly city car that's good value too. **Buy** Sportz.

MARUTI WAGON R STINGRAY ★★★★★

You'll like Spacious and comfortable rear seats. **You won't** Strictly a four seater.
We say Better looking now and very spacious, but engine lets it down. **Buy** VXi.

MARUTI CELERIO ★★★★★

You'll like Smooth engine, ride and handling, economy (diesel). **You won't** Cabin not very wide, refinement (diesel), narrow power band (diesel). **We say** The Celerio ticks all the small car must-have boxes, diesel is frugal. **Buy** VXi.

NISSAN MICRA ACTIVE ★★★★★

You'll like Manoeuverability, quality interiors, equipment. **You won't** Throttle response (petrol), seats not generous. **We say** Extreme value-for-money hatch. **Buy** XL.

TATA INDICA ★★★★★

You'll like Affordable motoring, space and comfort. **You won't** Fit and finish.
We say Hanging in there as a value-for-money car. **Buy** LX.

HONDA BRIO ★★★★★

You'll like Clever packaging, fun to drive.
You won't Small boot.
We say The Brio has a big-car feel for small-car money. **Buy** VX M/T.

HYUNDAI i20 ELITE ★★★★★

You'll like Spacious cabin, well equipped.
You won't Not exciting to drive, minimal safety kit on lower trims.
We say Betters the old i20 in every way and is a more complete all-rounder. **Buy** Sportz.

VOLKSWAGEN POLO ★★★★★

You'll like Smooth torquey diesel, fantastic build quality. **You won't** Rear legroom is tight.
We say With its new engine and updates, the Polo is back in business.
Buy Comfortline.

★★★★★

You'll like Easy to drive, improved interiors.
You won't Delayed throttle responses (CVT), rear seat still lacks thigh support.
We say Much improved but quite dull to drive.
Buy XL diesel.

TOYOTA ETIOS LIVA ★★★★★

You'll like Space, easy to drive, responsive engines. **You won't** Not exciting to drive, hard plastics. **We say** Practical big hatch but not terribly exciting. **Buy** G.

FIAT PUNTO EVO ★★★★★

You'll like Fantastic ride and handling, supremely stylish. **You won't** Engine lacks punch, awkward driving position.
We say Oozes style both inside and out, but performance remains average. **Buy** Dynamic.

MARUTI SWIFT ★★★★★

You'll like Smooth engines, ride and handling.
You won't Small boot, not the most spacious big hatch around. **We say** Still the one the others aspire to be. **Buy** VXi/VDi.

MODEL BY MODEL HATCHBACK PREMIUM

KEY TO VERDICT
★★★★★ Outstanding
★★★★★ Very good
★★★★★ Good
★★★★★ Reasonable
★★★★★ Poor

** indicates Ex-showroom price
O indicates Optional Indian Driving Cycle figures as per ARAI standards

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger) D/P
TOYOTA ETIOS LIVA	Doors 5 Seats 5 Engine/Drive Front/Front Length 3775mm Width 1695mm Height 1510mm Ground Clearance 170mm Boot 251/– Tank 45 litres Kerb Weight 895-995kg																									
J (Petrol)	5.51	6.02	5.26	5.86	5.97	–	–	–	–	12.1	16.7	17.7	648	79	10.6	15.93	16.33	26.67	169	❄	–	✓	–	–	2	–
G (Petrol)	5.70	6.34	5.50	6.17	6.34	–	–	–	–	12.1	16.7	17.7	648	79	10.6	15.93	16.33	26.67	169	❄	✓	✓	✓	–	2	D
V (Petrol)	6.24	6.82	6.36	6.63	6.83	–	–	–	–	12.1	16.7	17.7	648	79	10.6	15.93	16.33	26.67	169	❄	✓	✓	✓	–	2	D
VX (Petrol)	6.97	7.56	7.14	7.34	7.55	–	–	–	–	12.1	16.7	17.7	648	79	10.6	15.93	16.33	26.67	169	❄	✓	✓	✓	–	2	D
TRD Sportivo (Petrol)	7.69	8.27	7.59	8.02	8.29	–	–	–	–	–	–	16.7	–	89	13.46	11.88	11.42	17.72	–	❄	✓	✓	✓	–	2	D
D-4D JD (Diesel)	7.09	7.63	6.35	7.29	7.51	–	–	–	–	14.5	19.3	23.5	760	68	17.3	15.86	12.37	15.33	–	❄	–	✓	–	–	2	–
D-4D GD (Diesel)	7.28	7.96	6.74	7.59	7.83	–	–	–	–	14.5	19.3	23.5	760	68	17.3	15.86	12.37	15.33	–	❄	✓	✓	✓	–	2	D
D-4D VD (Diesel)	7.67	8.26	7.50	7.88	8.13	–	–	–	–	14.5	19.3	23.5	760	68	17.3	15.86	12.37	15.33	–	❄	✓	✓	✓	–	2	D
D-4D VXD (Diesel)	8.24	8.88	7.89	8.46	8.74	–	–	–	–	14.5	19.3	23.5	760	68	17.3	15.86	12.37	15.33	–	❄	✓	✓	✓	–	2	D
D-4D TRD Sportivo (Diesel)	8.22	8.85	7.59	8.44	8.72	–	–	–	–	14.5	19.3	23.5	760	68	17.3	15.86	12.37	15.33	–	❄	✓	✓	✓	–	2	D
Cross G (Petrol)	7.02	7.58	6.49	7.36	7.61	–	–	–	–	12.1	16.7	18.3	648	79	10.6	15.93	16.33	26.67	169	❄	✓	✓	✓	–	2	D
Cross V (Petrol)	8.57	9.24	8.30	8.95	9.27	–	–	–	–	–	–	16.7	–	89	13.46	11.88	11.42	17.72	–	❄	✓	✓	✓	–	2	D
Cross D-4D GD (Diesel)	8.46	9.15	7.87	8.72	9.03	–	–	–	–	14.5	19.3	23.5	760	68	17.3	15.86	12.37	15.33	–	❄	✓	✓	✓	–	2	D
Cross D-4D VD (Diesel)	8.80	9.51	8.32	9.07	9.38	–	–	–	–	14.5	19.3	23.5	760	68	17.3	15.86	12.37	15.33	–	❄	✓	✓	✓	–	2	D
TATA BOLT	Doors 5 Seats 5 Engine/Drive Front/Front Length 3825mm Width 1695mm Height 1562mm Ground Clearance 165mm Boot 210 litres Tank 44 litres Kerb Weight 1095-1160kg																									
XE Revotron (Petrol)	5.02	5.61	5.11	5.28	5.53	–	–	–	–	11.4	16.1	–	–	88.7	14.2	15.81	15.92	25.49	160	❄	–	✓	–	–	–	D
XM Revotron (Petrol)	5.78	6.44	5.90	6.10	6.44	–	–	–	–	11.4	16.1	–	–	88.7	14.2	15.81	15.92	25.49	160	❄	✓	✓	✓	–	–	D
XMS Revotron (Petrol)	6.05	6.72	6.16	6.39	6.94	–	–	–	–	11.4	16.1	–	–	88.7	14.2	15.81	15.92	25.49	160	❄	✓	✓	✓	–	2	D
XT Revotron (Petrol)	6.69	7.52	6.90	7.15	7.74	–	–	–	–	11.4	16.1	–	–	88.7	14.2	15.81	15.92	25.49	160	❄	✓	✓	✓	–	2	D
XE Quadrajet (Diesel)	6.21	6.97	6.29	6.55	7.10	–	–	–	–	–	–	–	–	74	19.3	16.58	13.34	15.79	155	❄	–	✓	–	–	–	D
XM Quadrajet (Diesel)	7.11	7.71	6.98	7.26	7.85	–	–	–	–	–	–	–	–	74	19.3	16.58	13.34	15.79	155	❄	✓	✓	✓	–	–	D
XMS Quadrajet (Diesel)	7.38	7.99	7.23	7.53	8.14	–	–	–	–	–	–	–	–	74	19.3	16.58	13.34	15.79	155	❄	✓	✓	✓	–	2	D
XT Quadrajet (Diesel)	8.11	8.79	7.97	8.29	8.93	–	–	–	–	–	–	–	–	74	19.3	16.58	13.34	15.79	155	❄	✓	✓	✓	–	2	D
FORD FIGO	Doors 5 Seats 5 Engine/Drive Front/Front Length 3795mm Width 1680mm Height 1427mm Ground Clearance 168mm Boot 284/– Tank 45 litres Kerb Weight 1090/1130kg (P/D)																									
1.2 LXI Duratec (Petrol)	4.58	5.19	4.97	4.93	5.12	2.70	–	–	12122	10.9	15.4	–	591	70	10.4	16.36	16.84	26.65	145	❄	–	–	–	–	–	–
1.2 EXI Duratec (Petrol)	5.20	5.87	5.62	5.59	5.81	2.90	–	–	13286	10.9	15.4	–	591	70	10.4	16.36	16.84	26.65	145	❄	✓	–	✓	–	–	–
1.2 ZXI Duratec (Petrol)	5.56	6.27	6.01	5.97	6.26	3.00	–	–	14082	10.9	15.4	–	591	70	10.4	16.36	16.84	26.65	145	❄	✓	✓	✓	–	1	–
1.2 Titanium Duratec (Petrol)	5.99	6.76	6.48	6.44	6.76	3.30	–	–	15444	10.9	15.4	–	591	70	10.4	16.36	16.84	26.65	145	❄	✓	✓	✓	–	2	D
1.4 LXI Duratorq (Diesel)	5.61	6.42	6.07	6.04	6.30	3.60	–	–	14895	14.1	18.5	–	733	68	16.3	16.26	13.45	16.36	147	❄	–	–	–	–	–	–
1.4 EXI Duratorq (Diesel)	6.23	7.10	6.72	6.68	6.98	3.80	–	–	16030	14.1	18.5	–	733	68	16.3	16.26	13.45	16.36	147	❄	✓	–	✓	–	–	–
1.4 ZXI Duratorq (Diesel)	6.58	7.50	7.10	7.06	7.38	4.00	–	–	16826	14.1	18.5	–	733	68	16.3	16.26	13.45	16.36	147	❄	✓	✓	✓	–	1	–
1.4 Titanium Duratorq (Diesel)	7.25	7.99	7.56	7.53	7.86	4.30	–	–	18192	14.1	18.5	–	733	68	16.3	16.26	13.45	16.36	147	❄	✓	✓	✓	–	2	D
MAHINDRA VERITO VIBE	Doors 5 Seats 5 Engine/Drive Front/Front Length 3991mm Width 1740mm Height 1540mm Ground Clearance 172mm Boot 330/– Tank 50 litres Kerb Weight 1155kg																									
D2 (Diesel)	6.69	7.34	6.34	6.56	6.49	–	–	–	–	13.7	19.3	20.8	825	63	16.3	16.07	12.45	15.92	144	❄	–	–	–	–	–	–
D4 (Diesel)	7.22	7.67	6.62	7.28	6.78	–	–	–	–	13.7	19.3	20.8	825	63	16.3	16.07	12.45	15.92	144	❄	✓	–	✓	–	–	–
D6 (Diesel)	7.92	8.46	7.26	7.99	7.42	–	–	–	–	13.7	19.3	20.8	825	63	16.3	16.07	12.45	15.92	144	❄	✓	–	✓	–	1	–
HYUNDAI i20 ELITE	Doors 5 Seats 5 Engine/Drive Front/Front Length 3985-3995mm Width 1734-1760mm Height 1505-1555mm Ground Clearance 170-190mm Boot –/– Tank 45 litres																									
1.2 Kappa VTVT Era (Petrol)	5.80	6.35	6.00	6.12	6.50	–	–	–	–	–	–	–	–	82	11.7	–	–	–	–	❄	✓	–	✓	–	–	–
1.2 Kappa VTVT Magna (Petrol)	6.35	6.99	6.61	6.75	7.16	–	–	–	–	–	–	–	–	82	11.7	–	–	–	–	❄	✓	–	✓	–	–	–
1.2 Kappa VTVT Sportz (Petrol)	7.11	7.62	7.21	7.37	7.81	–	–	–	–	–	–	–	–	82	11.7	–	–	–	–	❄	✓	✓	✓	–	1	D
1.2 Kappa VTVT Sportz (O) (P)	7.50	7.90	7.57	7.74	8.21	–	–	–	–	–	–	–	–	82	11.7	–	–	–	–	❄	✓	✓	✓	–	1	D
1.2 Kappa VTVT Asta (Petrol)	7.75	8.26	7.83	8.00	8.48	–	–	–	–	–	–	–	–	82	11.7	–	–	–	–	❄	✓	✓	✓	–	2	D
i20 Active Kappa VTVT (P)	7.15	7.62	7.25	7.47	7.87	–	–	–	–	–	–	–	–	82	11.7	–	–	–	–	❄	✓	–	✓	–	–	–
i20 Active Kappa VTVT S (P)	7.93	8.46	8.04	8.28	8.73	–	–	–	–	–	–	–	–	82	11.7	–	–	–	–	❄	✓	–	✓	–	1	D
1.4 U2 CRDi Era (Diesel)	7.29	7.87	7.31	7.44	7.94	–	–	–	–	–	–	–	–	89	22.4	13.72	11.93	14.54	–	❄	✓	–	✓	–	–	–
1.4 U2 CRDi Magna (Diesel)	7.89	8.52	7.91	8.06	8.60	–	–	–	–	–	–	–	–	89	22.4	13.72	11.93	14.54	–	❄	✓	–	✓	–	–	–
1.4 U2 CRDi Sportz (Diesel)	8.50	9.17	8.52	8.68	9.25	–	–	–	–	–	–	–	–	89	22.4	13.72	11.93	14.54	–	❄	✓	✓	✓	–	1	D
1.4 U2 CRDi Sportz (O) (Diesel)	8.86	9.55	8.88	9.05	9.65	–	–	–	–	–	–	–	–	89	22.4	13.72	11.93	14.54	–	❄	✓	✓	✓	–	1	D
1.4 U2 CRDi Asta (Diesel)	9.12	9.83	9.14	9.32	9.92	–	–	–	–	–	–	–	–	89	22.4	13.72	11.93	14.54	–	❄	✓	✓	✓	–	2	D
i20 Active CRDi (Diesel)	8.65	7.58	8.64	8.90	9.38	–	–	–	–	–	–	–	–	89	22.4	–	–	–	–	❄	✓	–	✓	–	–	–
i20 Active CRDi S (Diesel)	9.44	10.05	9.44	9.22	10.25	–	–	–	–	–	–	–	–	89	22.4	–	–	–	–	❄	✓	–	✓	–	1	D
i20 Active CRDi SX (Diesel)	10.06	10.71	10.00	10.35	10.92	–	–	–	–	–	–	–	–	89	22.4	–	–	–	–	❄	✓	✓	✓	–	2	D
TATA INDICA VISTA	Doors 5 Seats 5 Engine/Drive Front/Front Length 3795mm Width 1695mm Height 1550mm Ground Clearance 165mm Boot 232/– Tank 37 litres Kerb Weight 1075-1140kg																									
Quadrajet LS Tech (Diesel)	6.18	6.70	6.05	6.43	6.74	–	–	–	20401	13.6	16.7	20.9	560	74	19.3	16.36	11.79	14.87	151	❄	–	–	–	–	–	–
Quadrajet VX Tech (Diesel)	7.18	7.53	6.80	7.25	7.59	–	–	–	22752	13.6	16.7	20.9	560	74	19.3	16.36	11.79	14.87	151	❄	✓	✓	✓	–	–	D
HYUNDAI GRAND i10	Doors 5 Seats 5 Engine/Drive Front/Front Length 3765mm Width 1660mm Height 1520mm Ground Clearance NA Boot 256/– Tank 43 litres Kerb Weight 1093kg																									
1.2 Kappa Era (Petrol)	5.14	5.59	5.32	5.42	5.73	–	–	–	–	11.7	16.3	–	–	81.8	11.6	13.40	13.56	24.25	168	❄	✓	–	–	–	–	–

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Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
ETIOS LIVA																
–	–	–	–		No	No	N/N	No	In	No	–	–	In/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	Yes	–	–	In/No	–	–	No
●	–	●	Y/N		No	No	Y/N	No	In	Yes	●	–	In/No	–	–	No
●	–	●	Y/Y		No	Yes	Y/N	No	In	Yes	●	Yes	In/No	–	●	No
●	–	●	Y/Y		No	Yes	Y/N	No	In	Yes	●	Yes	In/No	–	●	No
–	–	–	–		No	No	N/N	No	In	No	–	Yes	In/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	Yes	–	Yes	In/No	–	–	No
●	–	●	Y/N		No	No	Y/N	No	In	Yes	●	Yes	In/No	–	–	No
●	–	●	Y/Y		No	Yes	Y/N	No	In	Yes	●	Yes	In/No	–	●	No
●	–	●	Y/Y		No	Yes	Y/N	No	In	Yes	●	Yes	In/No	–	●	No
–	–	–	–		No	No	Y/N	No	In	Yes	–	–	In/No	–	–	No
●	–	●	Y/N		No	No	Y/N	No	In	Yes	●	–	In/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	Yes	–	Yes	In/No	–	–	No
●	–	●	Y/N		No	No	Y/N	No	In	Yes	●	Yes	In/No	–	–	No
BOLT																
–	–	–	–		No	No	Y/Y	No	In	No	No	No	In/No	–	–	No
–	–	●	Y/Y		No	Yes	Y/Y	No	In	No	No	Yes	El/No	–	–	No
–	–	●	Y/Y		No	Yes	Y/Y	No	In	No	No	Yes	El/No	–	–	No
●	–	●	Y/Y		No	Yes	Y/Y	No	In	Yes	●	Yes	El/No	–	–	No
–	–	–	–		No	No	Y/Y	No	In	No	No	No	In/No	–	–	No
–	–	●	Y/Y		No	Yes	Y/Y	No	In	No	No	Yes	El/No	–	–	No
–	–	●	Y/Y		No	Yes	Y/Y	No	In	No	No	Yes	El/No	–	–	No
●	–	●	Y/Y		No	Yes	Y/Y	No	In	Yes	●	Yes	El/No	–	–	No
FIGO																
–	–	–	–		No	No	N/Y	No	Ex	No	–	No	No/No	–	–	No
–	–	●	Y/Y		No	No	N/Y	No	El	No	–	No	In/No	–	–	No
–	–	●	Y/Y		No	No	Y/Y	No	El	Yes	–	No	El/No	–	–	No
●	–	●	Y/Y		No	Yes	Y/Y	No	El	Yes	●	Yes	El/No	–	–	No
–	–	–	–		No	No	N/Y	No	Ex	No	–	No	No/No	–	–	No
–	–	●	Y/Y		No	No	N/Y	No	El	No	–	No	In/No	–	–	No
–	–	●	Y/Y		No	No	Y/Y	No	El	Yes	–	No	El/No	–	–	No
●	–	●	Y/Y		No	Yes	Y/Y	No	El	Yes	●	Yes	El/No	–	–	No
VIBE																
–	–	–	–	–	No	No	Y/N	No	Ex	No	–	No	Ex/No	–	–	No
–	–	–	–	–	No	No	Y/Y	No	Ex	No	–	No	In/No	–	–	No
●	–	●	Y/Y	–	No	Yes	Y/Y	No	Ex	Yes	–	Yes	El/No	–	–	No
Kerb Weight 1080-1200kg																**i20 ELITE**
–	–	–	–		No	No	Y/N	Yes	In	No	–	No	In/No	–	–	No
–	–	●	Y/Y		No	No	Y/N	Yes	In	No	–	No	El/No	–	–	No
–	–	●	Y/Y		No	Yes	Y/N	Yes	In	Yes	–	Yes	El/Yes	–	●	Yes
●	–	●	Y/Y		No	Yes	Y/N	Yes	In	Yes	–	Yes	El/Yes	–	●	Yes
●	–	●	Y/Y		No	Yes	Y/N	Yes	In	Yes	●	Yes	El/Yes	–	●	Yes
●	–	●	Y/Y		No	No	Y/N	Yes	In	No	–	No	In/No	–	–	–
●	–	●	Y/Y		No	Yes	Y/N	Yes	In	Yes	–	Yes	El/Yes	–	●	Yes
–	–	–	–		No	No	Y/N	Yes	In	No	–	No	In/No	–	–	No
–	–	●	Y/Y		No	No	Y/N	Yes	In	No	–	No	El/No	–	–	No
–	–	●	Y/Y		No	Yes	Y/N	Yes	In	Yes	–	Yes	El/Yes	–	●	Yes
●	–	●	Y/Y		No	Yes	Y/N	Yes	In	Yes	–	Yes	El/Yes	–	●	Yes
●	–	●	Y/Y		No	Yes	Y/N	Yes	In	Yes	●	Yes	El/Yes	–	●	Yes
●	–	●	Y/Y		No	No	Y/N	Yes	In	No	–	No	In/No	–	–	–
●	–	●	Y/Y		No	Yes	Y/N	Yes	In	Yes	–	Yes	El/Yes	–	●	Yes
●	–	●	Y/Y		No	Yes	Y/N	Yes	In	Yes	●	Yes	El/Yes	–	●	Yes
INDICA VISTA																
–	–	–	–	–	No	No	N/N	No	In	No	No	No	In/No	–	–	No
–	–	●	Y/Y		No	Yes	Y/N	No	In	Yes	●	Yes	El/No	–	–	No
GRAND i10																
–	–	–	–		No	No	Y/Y	No	Ex	No	–	No	In/No	–	–	No

RENAULT PULSE ★★★★★

You'll like Looks better than the Micra, spacious interiors. **You won't** Low rear seat, dull cabin.**We say** A dash of French flair comes to the B-segment. **Buy** RxL.

TATA INDICA VISTA ★★★★★

You'll like Space and comfort, value for money. **You won't** Lacklustre to drive, small boot.**We say** The Vista has stayed true to Tata's more car per car promise. **Buy** VX.

CHEVROLET SAIL U-VA ★★★★★

You'll like Spacious cabin, fantastic ride quality. **You won't** Plastic quality, hard rear seats. **We say** A competent and practical hatchback, but lacks appeal. **Buy** LT.

MAHINDRA VERITO VIBE ★★★★★

You'll like Spacious and comfortable, predictable handling. **You won't** Quirky styling, fixed rear glass. **We say** A sensible choice for anyone buying a comfortable compact car. **Buy** D4.

BMW 1-SERIES ★★★★★

You'll like Strong engines, ride and handling. **You won't** Awkward styling, expensive for what you get. **We say** The most affordable BMW is rewarding to drive, but not great value. **Buy** 118d.

TATA BOLT ★★★★★

You'll like Superb ride, spacious cabin, well equipped. **You won't** Small boot, petrol engine needs more fine-tuning. **We say** Offers almost all that's expected from a big hatch. **Buy** XMS.

MINI COOPER ★★★★★

You'll like Brilliant dynamics, cabin, rear seat space. **You won't** Price, expensive options. **We say** Mini's evergreen hatch is back with a diesel. **Buy** 3-Door.

MERCEDES-BENZ A-CLASS ★★★★★

You'll like Head turning looks, fantastic interiors. **You won't** Mediocre engine, price. **We say** Beautifully built, stunning looks and dynamically competent. **Buy** Petrol.

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MODEL BY MODEL HATCHBACK PREMIUM

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
KEY TO VERDICT ★★★★★ Outstanding ★★★★★ Very good ★★★★★ Good ★★★★★ Reasonable ★★★★★ Poor	** indicates Ex-showroom price O indicates Optional Indian Driving Cycle figures as per ARAI standards																									
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger) D/P
1.0 Kappa Magna (LPG)	5.78	5.12**	5.08**	4.99**	6.52	–	–	–	–	–	–	–	–	66	9.2	–	–	–	–	❄		–		–	–	–
1.2 Kappa Magna (Petrol)	5.35	5.82	5.54	5.64	5.97	–	–	–	–	11.7	16.3	–	–	81.8	11.6	13.40	13.56	24.25	168	❄		–		–	–	–
1.2 Kappa Sportz (Petrol)	5.77	6.28	5.98	6.10	6.37	–	–	–	–	11.7	16.3	–	–	81.8	11.6	13.40	13.56	24.25	168	❄				–	–	–
1.2 Kappa Sportz A/T (Petrol)	6.13	6.74	6.16	6.65	6.66	–	–	–	–	–	–	–	–	81.8	11.6	–	–	–	–	❄				–	–	–
1.2 Kappa Asta (Petrol)	6.06	6.60	6.29	6.41	6.83	–	–	–	–	11.7	16.3	–	–	81.8	11.6	13.40	13.56	24.25	168	❄				–	–	D
1.2 Kappa Asta A/T (Petrol)	7.01	7.43	7.12	7.26	7.70	–	–	–	–	–	–	–	–	81.8	11.6	–	–	–	–	❄				–	–	D
1.2 Kappa Asta (O) (Petrol)	6.41	6.97	6.64	6.78	7.22	–	–	–	–	11.7	16.3	–	–	81.8	11.6	13.40	13.56	24.25	168	❄				–	2	D
1.1 CRDi Era (Diesel)	6.17	6.79	6.35	6.43	6.90	–	–	–	–	15.4	19.6	–	–	70	16.3	20.25	14.24	17.23	149	❄		–	–	–	–	–
1.1 CRDi Magna (Diesel)	6.38	7.03	6.57	6.65	7.14	–	–	–	–	15.4	19.6	–	–	70	16.3	20.25	14.24	17.23	149	❄		–		–	–	–
1.1 CRDi Sportz (Diesel)	7.03	7.50	7.02	7.11	7.62	–	–	–	–	15.4	19.6	–	–	70	16.3	20.25	14.24	17.23	149	❄				–	–	–
1.1 CRDi Asta (Diesel)	7.34	7.82	7.32	7.42	7.95	–	–	–	–	15.4	19.6	–	–	70	16.3	20.25	14.24	17.23	149	❄				–	–	D
1.1 CRDi Asta (O) (Diesel)	7.70	8.21	7.68	7.79	8.33	–	–	–	–	15.4	19.6	–	–	70	16.3	20.25	14.24	17.23	149	❄				–	2	D
NISSAN MICRA	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 3825m **Width** 1665mm **Height** 1525-1530mm **Ground Clearance** 150-154mm **Boot** 251 litres **Tank** 41 litres **Kerb Weight** NA																									
XL (Petrol)	5.83	5.42	6.14	6.06	6.42	3.0	–	–	–	11.8	17.5	18.4	600	75	10.6	14.23	16.08	22.94	153	❄				–	1	–
XL CVT (Petrol)	7.15	7.42	8.06	7.45	7.93	–	–	–	–	–	–	19.3	600	76	10.6	–	–	–	–	❄				–	1	–
XL (O) (Petrol)	6.11	7.10	6.73	6.80	7.21	–	–	–	–	11.8	17.5	18.4	600	75	10.6	14.23	16.08	22.94	153	❄				–	1	–
XV CVT (Petrol)	7.88	8.19	8.06	8.05	8.71	–	–	–	–	–	–	19.3	600	76	10.6	–	–	–	–	❄				–	2	D
XE (Diesel)	6.34	6.97	6.61	6.72	7.13	–	–	–	–	14.6	19.5	23	699	63	16.3	15.98	12.22	15.48	148	❄	–		–	–	1	–
XL (Diesel)	7.02	7.27	7.08	7.01	7.64	–	–	–	–	14.6	19.5	23	699	63	16.3	15.98	12.22	15.48	148	❄				–	1	–
XL (O) (Diesel)	7.58	8.19	7.64	7.71	8.24	–	–	–	–	14.6	19.5	23	699	63	16.3	15.98	12.22	15.48	148	❄				–	1	–
XV (Diesel)	8.16	8.53	8.22	8.24	8.87	4.3	–	–	–	14.6	19.5	23	699	63	16.3	15.98	12.22	15.48	148	❄				–	2	D
XVP (Diesel)	8.51	8.95	8.57	8.66	9.26	4.7	–	–	–	14.6	19.5	23	699	63	16.3	15.98	12.22	15.48	148	❄				–	4	D
FIAT PUNTO EVO	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 3987mm **Width** 1687mm **Height** 1495mm **Ground Clearance** 185-195mm **Boot** 280/– **Tank** 45 litres **Kerb Weight** 1090-1144kg																									
1.2 Fire Active (Petrol)	5.55	6.04	5.32	5.83	6.13	–	–	–	–	9.7	15	15.8	555	67	9.76	18.1	15.2	21.7	143	❄				–	–	–
1.2 Fire Dynamic (Petrol)	6.07	6.59	6.14	6.32	6.72	–	–	–	–	9.7	15	15.8	555	67	9.76	18.1	15.2	21.7	143	❄				–	–	D
1.4 Fire Emotion (Petrol)	8.27	8.73	7.86	8.44	8.96	–	–	–	–	10.2	14.6	14.4	558	89	11.6	16.58	14.11	19.53	144	❄				–	2	D
1.3 Multijet Active (Diesel)	6.63	7.26	6.32	6.93	7.29	–	–	–	–	13.7	17.5	21.2	702	75	20.08	17.84	12.57	15.22	153	❄				–	–	–
1.3 Multijet Dynamic (Diesel)	7.65	8.09	7.37	7.66	8.14	–	–	–	–	13.7	17.5	21.2	702	75	20.08	17.84	12.57	15.22	153	❄				–	–	D
1.3 Multijet Emotion (Diesel)	8.41	8.89	8.06	8.40	8.96	–	–	–	–	13.7	17.5	21.2	702	75	20.08	17.84	12.57	15.22	153	❄				–	2	D
1.3 Multijet 93PS Sport (Diesel)	8.25	9.34	8.47	8.84	9.43	–	–	–	–	12.8	18.7	20.5	708	91.7	21.3	15.88	12.40	14.23	171	❄				–	2	D
RENAULT PULSE	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 3805mm **Width** 1665mm **Height** 1525-1530mm **Ground Clearance** NA **Boot** 251 litres **Tank** 41 litres **Kerb Weight** 1070kg																									
RxE (Petrol)	4.98	5.35	5.20	5.23	5.33	–	–	–	23502	–	–	–	–	75	10.6	–	–	–	–	❄	–		–	–	1	–
RxL (Petrol)	5.61	6.21	6.13	5.96	6.25	–	–	–	27113	–	–	–	–	75	10.6	–	–	–	–	❄				–	1	–
RxZ (Petrol)	6.40	6.86	6.75	6.75	6.95	–	–	–	29811	–	–	–	–	75	10.6	–	–	–	–	❄				–	2	–
RxL (Diesel)	7.11	7.47	7.12	7.20	7.41	–	–	–	28517	–	–	–	–	63	16.3	16.20	12.52	10.27	–	❄				–	1	–
RxL ABS (Diesel)	7.05	6.24**	7.36	7.40	7.63	–	–	–	–	–	–	–	–	63	16.3	16.20	12.52	10.27	–	❄				–	1	–
RxZ (Diesel)	7.83	8.13	8.13	8.01	8.42	–	–	–	30892	–	–	–	–	63	16.3	16.20	12.52	10.27	–	❄				–	2	–
VOLKSWAGEN POLO	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 3970-3987mm **Width** 1682-1698mm **Height** 1453-1474mm **Ground Clearance** 168mm **Boot** 294 litres **Tank** 45 litres																									
1.2 Trendline (Petrol)	5.87	6.27	6.07	6.45	6.16	3.2	–	–	–	10.9	15.5	16.47	594	74	11.2	16.50	16.83	23.04	154	❄				–	2	D
1.2 Comfortline (Petrol)	6.54	6.99	6.76	7.14	7.14	3.4	–	–	–	10.9	15.5	16.47	594	74	11.2	16.50	16.83	23.04	154	❄				–	2	D
1.2 Highline (Petrol)	7.29	7.59	7.34	7.74	7.85	3.9	–	–	–	10.9	15.5	16.47	594	74	11.2	16.50	16.83	23.04	154	❄				–	2	D
Cross Polo (Petrol)	7.95	8.29	8.78	8.44	9.48	–	–	–	–	10.9	15.5	16.47	594	74	11.2	16.50	16.83	23.04	154	❄				–	2	D
1.2 GT TSI A/T (Petrol)	9.51	9.91	9.09	10.09	10.07	–	–	–	–	10.5	15.9	17.21	–	103	17.8	11.02	6.41	8.02	190	❄				–	2	D
1.5 Trendline (Diesel)	7.64	8.09	7.58	8.04	7.48	4.2	–	–	–	14	18.9	20.14	–	89	23.4	13.08	9.59	11.51	167	❄				–	2	D
1.5 Comfortline (Diesel)	8.34	8.82	8.28	8.73	8.47	4.3	–	–	–	14	18.9	20.14	–	89	23.4	13.08	9.59	11.51	167	❄				–	2	D
1.5 Highline (Diesel)	8.92	9.32	8.86	9.33	9.18	4.7	–	–	–	14	18.9	20.14	–	89	23.4	13.08	9.59	11.51	167	❄				–	2	D
Cross Polo (Diesel)	9.54	9.97	9.48	9.84	9.86	–	–	–	–	14	18.9	20.14	–	89	23.4	13.08	9.59	11.51	167	❄				–	2	D
GT TDI M/T (Diesel)	9.66	10.09	NA	10.11	10.24	–	–	–	–	–	–	19.78	–	103	25.5	10.51	11.52	9.91	11.25	❄				–	2	D
MARUTI RITZ	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 3715mm **Width** 1680mm **Height** 1620mm **Ground Clearance** 170mm **Boot** 178 litres **Tank** 43 litres **Kerb Weight** 1005-1030kg																									
LXi (Petrol)	4.92	4.45	4.97	5.18	5.29	2.9	–	–	12592	11.8	16.7	–	612	84	11.5	13.33	14.67	23.70	160	❄	–	–	–	–	–	–
VXi (Petrol)	5.36	4.78	5.30	5.53	5.95	3.2	–	–	13615	11.8	16.7	–	612	84	11.5	13.33	14.67	23.70	160	❄		–		–	–	–
VXi ABS (Petrol)	5.63	6.09	5.58	5.82	6.05	3.3	–	–	14284	11.8	16.7	–	612	84	11.5	13.33	14.67	23.70	160	❄		–		–	–	–
VXi A/T ABS (Petrol)	6.89	7.19	7.06	7.50	7.60	–	–	–	–	–	–	–	–	84	11.5	–	–	–	–	❄		–		–	–	–
ZXi (Petrol)	6.01	5.37	5.95	6.22	6.78	3.8	–	–	15331	11.8	16.7	–	612	84	11.5	13.33	14.67	23.70	160	❄				–	2	D
LDi (Diesel)	6.16	6.55	6.11	6.40	6.67	4.2	–	–	15370	14.6	19.3	–	728	74	19.37	15.18	13.91	15.76	157	❄	–	–	–	–	–	–
VDi (Diesel)	6.52	6.92	6.47	6.77	7.12	4.5	–	–	16375	14.6	19.3	–	728	74	19.37	15.18	13.91	15.76	157	❄				–	–	–
VDi ABS (Diesel)	6.73	7.29	6.67	6.97	7.28	4.7	–	–	16885	14.6	19.3	–	728	74	19.37	15.18	13.91	15.76	157	❄				–	–	–

TOYOTA ETIOS ★★★★★

You'll like Comfortable seats, easy to drive.
You won't Bland as white. **We say** An ideal A to B family car for India.
Buy V.

MARUTI SWIFT DZIRE ★★★★★

You'll like Ride, refined engines.
You won't Looks awkward, boot space lesser than the full-size Dzire. **We say** Cheaper, better and even more Dzirable.
Buy ZXi or ZDi.

FORD CLASSIC ★★★★★

You'll like Price, responsive engine.
You won't Feels a size smaller than the others. **We say** The driver's midsize saloon.
Buy 1.4 CLXi (diesel).

FIAT LINEA CLASSIC

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
–	–	–	–		No	Yes	Y/Y	No	Ex	No	–	No	El/No	–	–	No
–	–	–	–		No	Yes	Y/Y	No	Ex	No	–	No	El/No	–	–	No
–	–		Y/Y		No	Yes	Y/Y	No	Re	No	–	No	El/Yes	–		No
–	–		Y/Y		No	Yes	Y/Y	No	Re	No	–	No	El/Yes	–		No
	–		Y/Y		No	Yes	Y/Y	No	Re	Yes		No	El/Yes	–		No
	–		Y/Y		No	Yes	Y/Y	No	Re	Yes		No	El/Yes	–		No
	–		Y/Y		No	Yes	Y/Y	No	Re	Yes		Yes	El/Yes	–		No
–	–	–	–		No	No	Y/Y	No	Ex	No	–	No	In/No	–	–	No
–	–	–	–		No	Yes	Y/Y	No	Ex	No	–	No	El/No	–	–	No
–	–		Y/Y		No	Yes	Y/Y	No	Re	No	–	No	El/Yes	–		No
	–		Y/Y		No	Yes	Y/Y	No	Re	Yes		No	El/Yes	–		No
	–		Y/Y		No	Yes	Y/Y	No	Re	Yes		Yes	El/Yes	–		No
MICRA																
–	–	–	–		No	No	Y/Y	No	Ex	No	–	No	In/No	–	–	No
–	–	–	–		No	No	Y/Y	No	Ex	No	–	Yes	In/No	–	–	No
–	–		Y/Y		No	No	Y/Y	No	Ex	No	–	Yes	In/No	–	–	No
	–		Y/Y		No	No	Y/Y	No	Ex	Yes		Yes	El/Yes	–	–	No
–	–	–	–		No	No	Y/Y	No	Ex	No	–	No	In/No	–	–	No
–	–	–	–		No	No	Y/Y	No	Ex	No	–	No	In/No	–	–	No
–	–		Y/Y		No	No	Y/Y	No	Ex	No	–	Yes	In/No	–	–	No
	–		Y/Y		No	No	Y/Y	No	Ex	Yes		Yes	El/Yes	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	Ex	Yes		Yes	El/Yes	–	–	Yes
PUNTO EVO																
–	–	–	–		No	No	Y/Y	Yes	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	Yes	Y/Y	Yes	In	No	–	Yes	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	Yes	In	Yes		Yes	El/No	–	–	No
–	–	–	–		No	No	Y/Y	Yes	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	Yes	Y/Y	Yes	In	No	–	Yes	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	Yes	In	Yes		Yes	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	Yes	In	Yes		Yes	El/No	–	–	No
PULSE																
–	–	–	N/N		No	No	N/Y	No	In	No	–	No	In/No	–	–	No
–	–	–	N/N		No	No	Y/Y	No	In	Yes		No	In/No	–	–	No
–	–		Y/Y		No	Yes	Y/Y	No	In	Yes		Yes	El/Yes	–	–	No
–	–	–	N/N		No	No	Y/Y	No	In	Yes		No	El/No	–	–	No
–	–	–	N/N		No	No	Y/Y	No	In	Yes		Yes	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	In	Yes		Yes	El/Yes	–	–	No
Kerb Weight 1030-1125kg																**POLO**
–	–	–	–		No	No	Y/N	No	Ex	No	–	No	In/No	–	–	No
–	–		Y/Y		No	Yes	Y/Y	No	Ex	Yes		Yes	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	Ex	Yes		Yes	El/No	–		No
	–		Y/Y		No	Yes	Y/Y	No	Ex	Yes		Yes	El/No	–		No
	–		Y/Y		No	Yes	Y/Y	No	Ex	Yes		Yes	El/No			No
–	–	–	–		No	No	Y/N	No	Ex	No	–	No	In/No	–	–	No
–	–		Y/Y		No	Yes	Y/Y	No	Ex	Yes		Yes	El/No	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	Ex	Yes		Yes	El/No	–		No
	–		Y/Y		No	Yes	Y/Y	No	Ex	Yes		Yes	El/No	–		No
	–		Y/Y		No	Yes	Y/Y	No	Ex	Yes		Yes	El/No	–		No
RITZ																
–	–	–	–		No	No	N/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	Yes	Y/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	Yes	Y/N	No	In	No	–	Yes	In/No	–	–	No
–	–	–	–		No	Yes	Y/N	No	In	No	–	Yes	In/No	–	–	No
	–		N/Y		No	Yes	Y/N	No	In	Yes		Yes	In/No	–	–	No
–	–	–	–		No	No	N/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	Yes	Y/Y	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	Yes	Y/Y	No	In	No	–	Yes	In/No	–	–	No

MERCEDES-BENZ B-CLASS ★★★★★

You'll like Spacious, versatile cabin, impeccable fit. **You won't** Unusual design, expensive. **We say** Spacious, comfortable and versatile Merc hatch. **Buy** Diesel.

MINI COOPER COUNTRYMAN ★★★★★

You'll like Peppy performance, funky interiors. **You won't** Firm ride, cabin ergonomics. **We say** The most practical Mini ever, but still not that practical. **Buy** Diesel.

VOLVO V40 ★★★★★

You'll like Equipment and safety, performance. **You won't** Crashy ride, steep price. **We say** The full compact luxury experience, but at a price. **Buy** V40.

TATA ZEST ★★★★★

You'll like Superb ride-handling balance, AMT-diesel combo works well, refinement. **You won't** Oddly shaped small boot, drive modes dont feel as different as they should. **We say** Right up there with the best. **Buy** Diesel.

CHEVROLET SAIL ★★★★★

You'll like Fantastic ride quality, spacious cabin. **You won't** Interior plastic quality, dull to drive. **We say** Practical and competent saloon, but doesn't break new ground. **Buy** Sail 1.3 TCDi LS.

TATA INDIGO eCS ★★★★★

You'll like Fuel economy, price. **You won't** Interior ergonomics, notchy gearbox. **We say** A saloon strictly for the value conscious. **Buy** LX.

MAHINDRA VERITO ★★★★★

You'll like Great ride quality, space and practicality. **You won't** Still looks boxy, lacks upmarket feel. **We say** Very practical, great value but still not very desirable. **Buy** D6 Diesel.

FIAT LINEA ★★★★★

You'll like Fantastic ride and handling, rich interiors. **You won't** Turbo-lag in 1.3 Multijet diesel, rear seat not as spacious as rivals. **We say** Facelift brings the Linea back in contention. **Buy** Dynamic.

★★★★★

You'll like Big-car feel, great combination of ride and handling. **You won't** Below par performance, equipment. **We say** Great car to be driven in but lacks equipment. **Buy** Diesel.

HYUNDAI VERNA ★★★★★

You'll like Cabin quality, overall refinement. **You won't** Still not a drivers car, rear seat is too low. **We say** Well-rounded as before and now a lot better to drive. **Buy** S(O).

MARUTI CIAZ ★★★★★

You'll like Spacious cabin, comfortable ride. **You won't** Petrol motor a bit lacklustre, exterior and interior could've been better. **We say** Maruti's big-on-space-and-comfort midsize car. **Buy** VXi+/VDi+.

NISSAN SUNNY ★★★★★

You'll like Comfortable and spacious cabin, ride quality. **You won't** Feedback from the steering, handling under brisk driving. **We say** Nicer looking, more premium feeling and just as practical as ever before, the updated Sunny is a far more complete sedan now. **Buy** XL.

MODEL BY MODEL HATCHBACK PREMIUM TO SALOON ENTRY

KEY TO VERDICT
★★★★★ Outstanding
★★★★★ Very good
★★★★★ Good
★★★★★ Reasonable
★★★★★ Poor

** indicates Ex-showroom price
O indicates Optional Indian Driving Cycle figures as per ARAI standards

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
ZDi (Diesel)	7.41	7.66	7.11	7.43	8.05	5.0	–	–	17994	14.6	19.3	–	728	74	19.37	15.18	13.91	15.76	157	❄	◀/▶	✣	●/●◀	–	2	D
MARUTI SWIFT	Doors 5 Seats 5 Engine/Drive Front/Front Length 3850mm Width 1695mm Height 1530mm Ground Clearance 170mm Boot 204/- Tank 42 litres Kerb Weight 960-1080kg																									
LXi (Petrol)	5.15	5.68	5.12	5.33	5.56	–	–	–	–	12.6	17	20.4	621	83.1	11.6	14.24	16.28	28.18	168	❄	–	✣	–	–	–	–
LXi (O) (Petrol)	5.28	5.62	5.20	5.41	5.84	–	–	–	–	12.6	17	20.4	621	83.1	11.6	14.24	16.28	28.18	168	❄	▶	✣	●/●◀	–	–	–
VXi (Petrol)	5.95	6.32	5.80	6.03	6.57	–	–	–	–	12.6	17	20.4	621	83.1	11.6	14.24	16.28	28.18	168	❄	◀/▶	✣	●/●◀	–	–	–
ZXi (Petrol)	7.06	7.40	6.79	7.05	7.68	–	–	–	–	12.6	17	20.4	621	83.1	11.6	14.24	16.28	28.18	168	❄	◀/▶	✣	●/●◀	–	2	D
LDi (Diesel)	6.50	7.07	6.43	6.71	7.22	–	–	–	–	14.6	19.5	25.2	716	74	19.3	13.65	12.63	13.91	165	❄	–	✣	–	–	–	–
VDi (Diesel)	7.24	7.78	7.08	7.38	7.98	–	–	–	–	14.6	19.5	25.2	716	74	19.3	13.65	12.63	13.91	165	❄	◀/▶	✣	●/●◀	–	–	–
ZDi (Diesel)	8.36	8.77	7.96	8.30	9.02	–	–	–	–	14.6	19.5	25.2	716	74	19.3	13.65	12.63	13.91	165	❄	◀/▶	✣	●/●◀	–	2	D
CHEVROLET SAIL U-VA	Doors 5 Seats 5 Engine/Drive Front/Front Length 3946mm Width 1690mm Height 1503mm Ground Clearance 174/168mm Boot 248/- Tank 40-42 litres Kerb Weight 1065-1124kg																									
1.2 PS (Petrol)	5.19	5.69	5.36	5.55	5.36	–	–	–	16024	–	–	18.2	–	85	11.52	14.66	14.91	24.17	162	❄	▶	✣	–	–	–	–
1.2 LS (Petrol)	5.72	6.27	5.92	6.12	5.92	–	–	–	17346	–	–	18.2	–	85	11.52	14.66	14.91	24.17	162	❄	◀/▶	✣	●/●◀	–	–	–
1.2 LS ABS (Petrol)	5.97	6.54	6.17	6.38	6.17	–	–	–	18488	–	–	18.2	–	85	11.52	14.66	14.91	24.17	162	❄	◀/▶	✣	●/●◀	–	1	–
1.2 LT ABS (Petrol)	6.60	7.36	6.95	7.19	6.95	–	–	–	19796	–	–	18.2	–	85	11.52	14.66	14.91	24.17	162	❄	◀/▶	✣	●/●◀	–	2	–
1.3 PS (Diesel)	6.35	7.02	6.51	7.95	6.51	–	–	–	18993	13.1	19	22.1	674	77	20.9	15.25	11.82	14.72	165	❄	▶	✣	–	–	–	–
1.3 LS (Diesel)	7.15	7.64	7.09	8.41	7.09	–	–	–	20769	13.1	19	22.1	674	77	20.9	15.25	11.82	14.72	165	❄	◀/▶	✣	●/●◀	–	–	–
1.3 LS ABS (Diesel)	7.33	7.83	7.26	8.77	7.26	–	–	–	21829	13.1	19	22.1	674	77	20.9	15.25	11.82	14.72	165	❄	◀/▶	✣	●/●◀	–	1	–
1.3 LT ABS (Diesel)	8.25	8.81	8.18	9.46	8.18	–	–	–	23243	13.1	19	22.1	674	77	20.9	15.25	11.82	14.72	165	❄	◀/▶	✣	●/●◀	–	2	–
HATCH IMPORT																										
VOLVO V40	Doors 4 Seats 5 Engine/Drive Five/Front Length 4369mm Width 1783mm Height 1420mm Ground Clearance 133 Boot 324 Tank 62 litres Kerb Weight 1485-1582kg																									
D3 Kinetic (Diesel)	30.96	36.29	NA	NA	NA	–	–	–	–	–	–	–	–	150	35.7	–	–	–	–	❄	◀/▶	✣	●/●◀	★	6	D/P
D3 R-Design (Diesel)	39.90	45.44	NA	NA	NA	–	–	–	–	–	–	–	–	150	35.7	–	–	–	–	❄	◀/▶	✣	●/●◀	★	6	D/P
MERCEDES A-CLASS	Doors 5 Seats 5 Engine/Drive Front/Front Length 4292mm Width 1780mm Height 1433mm Ground Clearance NA Boot 341/- Tank 50 litres Kerb Weight 1375-1505kg																									
A180 Sport (Petrol)	31.35	35.23	32.70	33.96	36.09	–	–	–	–	–	–	–	–	122	20.3	9.76	6.06	7.57	202	❄	◀/▶	✣	●/●◀	–	7	D/P
A200 CDI Sport (Diesel)	33.19	36.53	33.84	35.18	37.36	–	–	–	–	–	–	–	–	134	30.5	–	–	–	–	❄	◀/▶	✣	●/●◀	–	7	D/P
MERCEDES B-CLASS	Doors 5 Seats 5 Engine/Drive Front/Front Length 4393mm Width 1786mm Height 1557mm Ground Clearance NA Boot 486/1545 Tank 50 litres Kerb Weight 1425-1577kg																									
B180 Sport (Petrol)	36.98	33.95	34.15	36.41	37.81	–	–	–	99607	9.5	14.2	–	592	121	20.3	10.2	6.53	8.38	192	❄	◀/▶	✣	●/●◀	★	7	D/P
B200 CDI Sport (Diesel)	38.28	35.24	35.31	37.63	39.09	–	–	–	–	–	–	–	–	134	30.5	9.45	–	–	–	❄	◀/▶	✣	●/●◀	★	7	D/P
BMW 1-SERIES	Doors 5 Seats 5 Engine/Drive Front/Rear Length 4324mm Width 1765mm Height 1421mm Ground Clearance NA Boot 360/1200 Tank 52 litres Kerb Weight 1310-1345kg																									
116i (Petrol)	22.65**	27.97	NA	28.33	29.30	–	–	–	–	9.7	11.5	–	–	134	22.43	8.81	5.65	6.55	210	❄	◀/▶	✣	●/●◀	–	6	D/P
118d (Diesel)	31.00	33.16	30.13	31.90	33.02	–	–	–	–	14.2	18	–	–	141	32.63	9.02	5.39	6.86	212	❄	◀/▶	✣	●/●◀	–	6	D/P
118d Sport Line (Diesel)	34.44	36.84	33.50	31.90	36.73	–	–	–	–	14.2	18	–	–	141	32.63	9.02	5.39	6.86	212	❄	◀/▶	✣	●/●◀	–	6	D/P
118d Sport Plus (Diesel)	37.86	40.54	NA	40.29	41.71	–	–	–	–	14.2	18	–	–	141	32.63	9.02	5.39	6.86	212	❄	◀/▶	✣	●/●◀	–	6	D/P
MINI COOPER	Doors 3 Seats 5 Engine/Drive Front/Rear Length 3821mm Width 1727mm Height 1414mm Ground Clearance NA Boot 211 litres Tank 44 litres Kerb Weight 1150kg																									
Mini Cooper S 3-Door (Petrol)	34.65**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	189	30.6	–	–	–	–	❄	▶	✣	●/●◀	★	6	D/P
Mini Cooper D 3-Door (Diesel)	NA	31.85**	NA	NA	NA	–	–	–	–	11	16.8	–	611	114	27.5	9.90	5.92	7.68	204	❄	▶	✣	●/●◀	★	6	D/P
Mini Cooper D 5-Door (Diesel)	NA	35.20**	NA	NA	NA	–	–	–	–	11	16.8	–	611	114	27.5	9.90	5.92	7.68	204	❄	◀/▶	✣	●/●◀	★	6	D/P
MINI COOPER COUNTRYMAN	Doors 5 Seats 5 Engine/Drive Front/Rear Length 4110mm Width 1996mm Height 1561mm Ground Clearance NA Boot 350-1170 litres Tank 47 litres Kerb Weight 1335-1410kg																									
Mini One Countryman (Petrol)	31.99**	42.53	NA	NA	NA	–	–	–	–	–	–	–	–	96.5	15.6	–	–	–	–	❄	◀/▶	✣	●/●◀	★	6	D/P
Mini D Countryman (Diesel)	25.60**	32.41	NA	NA	NA	–	–	–	–	10.5	14.7	–	592	110	27.5	11.87	6.70	9.32	180	❄	◀/▶	✣	●/●◀	★	6	D/P
Mini S Countryman (Petrol)	NA	49.67	NA	NA	NA	–	–	–	–	–	–	–	–	181	24.5	8.44	4.94	6.60	–	❄	◀/▶	✣	●/●◀	★	6	D/P
SALOON ENTRY																										
TATA INDIGO eCS	Doors 4 Seats 5 Engine/Drive Front/Front Length 3988mm Width 1620mm Height 1540mm Ground Clearance 165mm Boot 380/- Tank 42 litres Kerb Weight 1065-1110kg																									
GLS (Petrol)	5.40	5.44	NA	6.13	NA	2.2	–	–	–	–	–	15.6	–	64	10.5	–	–	–	–	–	–	–	●/●	–	–	–
GLS (P/CNG) emax	5.72	5.80	NA	NA	NA	–	–	–	14372	–	–	–	–	55	9.1	–	–	–	–	–	–	–	●/●	–	–	–
GLX (Petrol)	5.75	6.11	5.70	5.99	6.24	2.3	–	–	14949	–	–	15.6	–	64	10.5	–	–	–	–	❄	◀/▶	–	●/●	–	–	–
GLX (P/CNG) emax	6.02	6.13	NA	NA	NA	–	–	–	–	–	–	–	–	55	9.1	–	–	–	–	❄	◀/▶	–	●/●	–	–	–
GVX (Petrol)	6.05	6.44	6.02	6.45	6.61	–	–	–	15786	–	–	15.6	–	64	10.5	–	–	–	–	❄	◀/▶	–	●/●◀	–	–	D
LS (Diesel)	6.37	6.93	6.34	6.62	6.95	–	–	–	16672	15.3	19.6	23	750	69	14.2	14.89	13.96	17.98	–	❄	◀/▶	–	●/●	–	–	–
LX (Diesel)	6.52	7.12	6.59	6.76	7.12	–	–	–	17316	15.3	19.6	23	750	69	14.2	14.89	13.96	17.98	–	❄	◀/▶	–	●/●	–	–	–
VX (Diesel)	7.18	7.67	6.91	7.21	7.56	–	–	–	18135	15.3	19.6	23	750	69	14.2	14.89	13.96	17.98	–	❄	◀/▶	–	●/●◀	–	–	D
MAHINDRA VERITO	Doors 4 Seats 5 Engine/Drive Front/Front Length 4277mm Width 1740mm Height 1540mm Ground Clearance 172mm Boot 510 litres Tank 50 litres Kerb Weight 1080-1140kg																									
D2 (Diesel)	7.76	8.40	7.05	7.41	8.23	4.0	–	–	23532	13.6	19.3	20.7	822	65	16.3	17.15	12.61	16.87	144	❄	–	–	–	–	–	–
D4 (Diesel)	8.02	8.68	7.29	7.66	8.41	4.2	–	–	24316	13.6	19.3	20.7	822	65	16.3	17.15	12.61	16.87	144	❄	◀/▶	–	●/●	–	–	–
D6 (Diesel)	8.80	9.53	7.96	8.43	9.25	4.6	–	–	26703	13.6	19.3	20.7	822	65	16.3	17.15	12.61	16.87	144	❄	◀/▶	–	●/●◀	–	1	–

WHATCAR?

How do I maintain my car?

Read our Buying and Owning section for tips.

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
–	–	–	Y/N		No	Yes	Y/Y	No	In	Yes		Yes	El/No	–	–	No
SWIFT																
–	–	–	–		No	No	N/Y	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	N/Y	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	Yes	Y/Y	No	In	No	–	No	El/Yes	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	El	Yes		Yes	El/Yes	–		No
–	–	–	–		No	No	N/Y	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	Yes	Y/Y	No	In	No	–	No	El/Yes	–	–	No
	–		Y/Y		No	Yes	Y/Y	No	El	Yes		Yes	El/Yes	–		No
SAIL U-VA																
–	–	–	–		No	No	Y/N	No	In	No	–	No	El/No	–	–	No
–	–		Y/Y		No	Yes	Y/N	No	In	No	–	No	El/No	–	–	No
–	–		Y/Y		No	Yes	Y/N	No	In	No	–	Yes	El/No	–	–	No
	–		Y/Y		No	Yes	Y/N	No	In	Yes		Yes	El/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	No	–	No	El/No	–	–	No
–	–		Y/Y		No	Yes	Y/N	No	In	No	–	No	El/No	–	–	No
–	–		Y/Y		No	Yes	Y/N	No	In	No	–	Yes	El/No	–	–	No
	–		Y/Y		No	Yes	Y/N	No	In	Yes		Yes	El/No	–	–	No
V40																
			Y/N		No	Yes	Y/N	No	Re	Yes		Yes	El/No			Yes
			Y/N		No	Yes	Y/N	No	Re	Yes		Yes	El/Yes			Yes
A-CLASS																
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			No
B-CLASS																
	–		Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			No
	–		Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			No
1-SERIES																
			Y/Y	–	No	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			No
			Y/Y	–	No	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			No
			Y/Y	–	No	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			No
			Y/Y	–	No	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			No
COOPER																
			Y/Y		No	Yes	Y/Y	No	Re	Yes		Yes	El/Yes			No
			Y/Y		No	Yes	Y/Y	No	Re	Yes		Yes	El/Yes			No
			Y/Y		No	Yes	Y/Y	No	Re	Yes		Yes	El/Yes			No
COOPER COUNTRYMAN																
			Y/Y		No	No	Y/Y	No	Re	Yes		Yes	El/Yes			No
			Y/Y		No	No	Y/Y	No	Re	Yes		Yes	El/Yes			No
			Y/Y		No	Yes	Y/Y	No	Re	Yes		Yes	El/Yes			No
INDIGO eCS																
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	Yes	Y/N	No	In	No	–	No	El/No	–	–	No
–	–		Y/Y		No	Yes	Y/N	No	In	No	–	No	El/No	–	–	No
	–		Y/Y		Yes	Yes	Y/N	No	In	Yes	–	Yes	El/No	–		No
–	–	–	–		No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–		Y/Y		No	Yes	Y/N	No	In	No	–	No	El/No	–	–	No
	–		Y/Y		Yes	Yes	Y/N	No	In	Yes	–	Yes	El/No	–		No
VERITO																
–	–	–	–	–	No	No	Y/N	No	In	No	–	No	No/No	–	–	No
–	–	–	–	–	No	No	Y/Y	No	In	No	–	No	In/No	–	–	No
	–		Y/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No

HYUNDAI XCENT ★★★★★

You'll like Generous equipment list, light controls. **You won't** Diesel engine lacks punch, narrow cabin. **We say** A smartly packaged sedan that ticks all the important boxes.
Buy SX.

SKODA RAPID ★★★★★

You'll like Spacious cabin, strong performance, ride. **You won't** Some features missing, average build, price (D). **We say** The compact saloon that gets almost everything right. **Buy** Diesel Ambition Plus.

VOLKSWAGEN VENTO ★★★★★

You'll like Brilliant diesel, cabin space.
You won't Uninspiring handling.
We say Versatile and dependable saloon.
Buy Comfortline diesel.

HONDA AMAZE ★★★★★

You'll like Powerful and efficient diesel engine, excellent cabin space, proper three-box proportions. **You won't** Bit too basic dashboard, noisy diesel engine, weak mid-range (petrol). **We say** Two firsts for Honda rolled into one - a compact saloon and a diesel. **Buy** Diesel S.

TATA INDIGO MANZA ★★★★★

You'll like Fantastic cabin space, lengthy features list. **You won't** Dull to drive, inconsistent cabin quality. **We say** Same great space and more goodies make the Manza better value. **Buy** EX.

HONDA CITY ★★★★★

You'll like Rear seat space and comfort, equipment.
You won't Evolutionary styling, diesel refinement. **We say** Not as revolutionary as previous City's, but the best all-rounder in the segment. **Buy** SV.

FORD FIESTA ★★★★★

You'll like Sporty design, interiors and finish.
You won't Weak bottom-end on diesel engine, tight back seat space.
We say For those looking for a diesel sedan and who intend to drive themselves.
Buy Trend.

VOLKSWAGEN JETTA ★★★★★

You'll like Quality, space and comfort, strong mid-range (D), ride and handling.
You won't Staid interiors, low rear seats.
We say Smart, understated executive saloon.
Buy Trendline.

WHATCAR?

Have a query about your car?

Email us at whatcar@haymarketsac.com

MODEL BY MODEL SALOON MID-SIZE

KEY TO VERDICT
★★★★★ Outstanding
★★★★★ Very good
★★★★★ Good
★★★★★ Reasonable
★★★★★ Poor

** indicates Ex-showroom price
O indicates Optional Indian Driving Cycle figures as per ARAI standards

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
D6 Executive (Diesel)	9.02	10.09	8.68	8.36	9.83	–	–	–	–	13.6	19.3	20.7	822	65	16.3	17.15	12.61	16.87	144	❄		–		★	1	–

SALOON MID-SIZE

HONDA CITY	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Front **Length** 4440mm **Width** 1695mm **Height** 1495mm **Ground Clearance** 165mm **Boot** 510/– **Tank** 40 litres **Kerb Weight** 1029-1165kg																									
E M/T (Petrol)	8.41	8.97	8.58	8.77	9.14	5.2	–	–	–	11	17	17.4	560	117	14.7	10.21	12.45	16.92	193	❄				–	1	–
S M/T (Petrol)	9.13	9.73	9.32	9.55	9.95	5.6	–	–	–	11	17	17.4	560	117	14.7	10.21	12.45	16.92	193	❄				–	1	D
SV M/T (Petrol)	9.78	10.43	9.97	10.24	10.66	–	–	–	–	11	17	17.4	560	117	14.7	10.21	12.45	16.92	193	❄				–	2	D
SV CVT (Petrol)	10.87	11.74	11.09	11.31	12.09	–	–	–	–	–	–	18	–	117	14.7	11.84	8.42	–	–	❄				–	2	D
V M/T (Petrol)	10.42	11.11	10.60	10.89	11.36	5.8	–	–	–	11	17	17.4	560	117	14.7	10.21	12.45	16.92	193	❄				–	2	D
VX M/T (Petrol)	11.79	12.36	11.67	12.53	12.87	–	–	–	–	11	17	17.4	560	117	14.7	10.21	12.45	16.92	193	❄				★	2	D
VX (O) M/T (Petrol)	12.10	12.65	11.95	12.80	13.30	–	–	–	–	11	17	17.4	560	117	14.7	10.21	12.45	16.92	193	❄				★	2	D
VX CVT (Petrol)	13.01	13.64	12.87	13.80	14.20	–	–	–	–	–	–	18	–	117	14.7	11.84	8.42	–	–	❄				★	2	D
E M/T (Diesel)	9.90	10.58	9.97	10.19	10.63	–	–	–	–	14.2	19.5	25.1	674	98.6	20.3	13.92	12.51	14.26	183	❄				–	1	–
S M/T (Diesel)	10.62	11.36	10.70	10.94	11.42	–	–	–	–	14.2	19.5	25.1	674	98.6	20.3	13.92	12.51	14.26	183	❄				–	1	D
SV M/T (Diesel)	11.18	12.05	11.29	12.01	12.40	–	–	–	–	14.2	19.5	25.1	674	98.6	20.3	13.92	12.51	14.26	183	❄				–	2	D
V M/T (Diesel)	12.30	12.84	11.98	12.80	13.16	–	–	–	–	14.2	19.5	25.1	674	98.6	20.3	13.92	12.51	14.26	183	❄				–	2	D
VX M/T (Diesel)	13.43	14.02	13.05	13.97	14.36	–	–	–	–	14.2	19.5	25.1	674	98.6	20.3	13.92	12.51	14.26	183	❄				★	2	D
VX (O) M/T (Diesel)	13.75	14.40	13.30	14.25	14.80	–	–	–	–	14.2	19.5	25.1	674	98.6	20.3	13.92	12.51	14.26	183	❄				★	2	D
FIAT LINEA CLASSIC	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Front **Length** 4560mm **Width** 1730mm **Height** 1487mm **Ground Clearance** 185mm **Boot** 500/– **Tank** 45 litres **Kerb Weight** 1180-1230kg																									
Classic FIRE (Petrol)	7.09	7.40	7.00	7.21	7.51	–	–	–	–	9.4	13.4	14.6	513	88	11.73	15.14	14.04	18.67	182	❄			–	–	–	–
Classic Multijet (Diesel)	8.35	8.74	8.10	8.38	8.73	–	–	–	–	12.9	17.5	20.4	684	92	21.31	17.81	14.28	16.45	168	❄			–	–	–	–
Classic + Multijet (Diesel)	8.98	9.41	8.70	9.02	9.40	–	–	–	–	12.9	17.5	20.4	684	92	21.31	17.81	14.28	16.45	168	❄				–	–	–
TATA ZEST	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Front **Length** 3995mm **Width** 1706mm **Height** 1570mm **Ground Clearance** NA **Boot** 360 litres **Tank** 44 litres **Kerb Weight** 1115-1170kg																									
XE Revotron (Petrol)	5.35	6.14	5.25	5.79	6.20	–	–	–	–	11.2	16.1	17.6	–	88.7	14.27	13.74	15.25	24.24	–	❄				–	–	–
XM Revotron (Petrol)	6.03	6.89	5.90	6.52	7.02	–	–	–	–	11.2	16.1	17.6	–	88.7	14.27	13.74	15.25	24.24	–	❄				–	–	–
XMS Revotron (Petrol)	6.25	7.12	6.08	6.75	7.27	–	–	–	–	11.2	16.1	17.6	–	88.7	14.27	13.74	15.25	24.24	–	❄				–	2	D
XT Revotron (Petrol)	7.07	7.83	6.50	7.11	7.98	–	–	–	–	11.2	16.1	17.6	–	88.7	14.27	13.74	15.25	24.24	–	❄				–	2	D
XE Quadrajet 75PS (Diesel)	6.51	7.47	6.30	7.00	7.53	–	–	–	–	–	–	23	–	74	19.38	–	–	–	–	❄				–	–	–
XM Quadrajet 90PS (Diesel)	7.48	8.28	7.01	7.43	8.34	–	–	–	–	–	–	23	–	88.7	20.39	15.78	9.97	11.67	–	❄				–	–	–
XMS Quadrajet 90PS (Diesel)	7.71	8.52	7.90	8.01	8.59	–	–	–	–	–	–	23	–	88.7	20.39	15.78	9.97	11.67	–	❄				–	2	D
XMA Quadrajet 90PS (Diesel)	8.27	9.17	7.80	8.60	9.27	–	–	–	–	–	–	23	–	88.7	20.39	–	–	–	–	❄				–	–	–
XT Quadrajet 90PS (Diesel)	8.34	9.21	7.80	8.67	9.28	–	–	–	–	–	–	23	–	88.7	20.39	15.78	9.97	11.67	–	❄				–	2	D
XTA Quadrajet 90PS (Diesel)	9.19	10.00	9.20	9.54	10.20	–	–	–	–	–	–	23	–	88.7	20.39	–	–	–	–	❄				–	2	D
HYUNDAI XCENT	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Front **Length** 3995mm **Width** 1660mm **Height** 1520mm **Ground Clearance** NA **Boot** 407 litres **Tank** 43 litres **Kerb Weight** 1018-1108kg																									
Base 1.2 Kappa (Petrol)	5.53	6.01	6.11	5.73	6.14	–	–	–	–	11.5	16.3	19.1	–	81.8	11.6	14.23	13.67	22.17	172	❄		–		–	–	–
S 1.2 Kappa (Petrol)	5.91	6.43	6.11	6.14	6.59	–	–	–	–	11.5	16.3	19.1	–	81.8	11.6	14.23	13.67	22.17	172	❄				–	–	D
S (O) 1.2 Kappa (Petrol)	6.23	6.78	6.51	6.52	6.97	–	–	–	–	11.5	16.3	19.1	–	81.8	11.6	14.23	13.67	22.17	172	❄				–	–	D
S (O) 1.2 Kappa A/T (Petrol)	6.51	7.09	7.19	7.33	7.83	–	–	–	–	–	–	15.1	–	81.8	11.6	–	–	–	–	❄				–	–	D
SX 1.2 Kappa (Petrol)	7.43	7.88	7.56	7.59	8.11	–	–	–	–	11.5	16.3	19.1	–	81.8	11.6	14.23	13.67	22.17	172	❄				–	2	D
SX (O) 1.2 Kappa (Petrol)	7.72	8.19	7.85	7.89	8.43	–	–	–	–	11.5	16.3	19.1	–	81.8	11.6	14.23	13.67	22.17	172	❄				–	2	D
SX (O) 1.2 Kappa A/T (Petrol)	8.50	9.03	8.69	8.75	9.30	–	–	–	–	–	–	15.1	–	81.8	11.6	–	–	–	–	❄				–	2	D
Base 1.1 CRDi (Diesel)	6.55	7.19	6.83	6.78	7.31	–	–	–	–	16.2	20.3	24.4	–	71	18.4	18.61	13.06	16.94	156	❄		–		–	–	–
S 1.1 CRDi (Diesel)	7.54	8.01	7.60	7.57	8.15	–	–	–	–	16.2	20.3	24.4	–	71	18.4	18.61	13.06	16.94	156	❄				–	–	D
S (O) 1.1 CRDi (Diesel)	7.83	8.32	7.90	7.87	8.46	–	–	–	–	16.2	20.3	24.4	–	71	18.4	18.61	13.06	16.94	156	❄				–	–	D
SX 1.1 CRDi (Diesel)	8.59	9.13	8.66	8.56	9.29	–	–	–	–	16.2	20.3	24.4	–	71	18.4	18.61	13.06	16.94	156	❄				–	2	D
SX (O) 1.1 CRDi (Diesel)	8.88	9.44	8.95	8.95	9.61	–	–	–	–	16.2	20.3	24.4	–	71	18.4	18.61	13.06	16.94	156	❄				–	2	D
TATA INDIGO MANZA	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Front **Length** 4413mm **Width** 1703mm **Height** 1550mm **Ground Clearance** 165mm **Boot** 460 litres **Tank** 44 litres **Kerb Weight** 1100-1210kg																									
Saffire GLS (Petrol)	6.66	7.20	6.59**	7.21	5.68	–	–	–	16900	10.5	14.7	14.5	554	89	11.8	15.30	12.73	17.03	170	❄		–		–	–	–
Saffire GLX (Petrol)	7.11	7.47	6.83	7.14	7.54	–	–	–	17886	10.5	14.7	14.5	554	89	11.8	15.30	12.73	17.03	170	❄		–		–	–	–
Saffire GVX (Petrol)	7.55	7.92	7.24	7.35	8.01	–	–	–	18826	10.5	14.7	14.5	554	89	11.8	15.30	12.73	17.03	170	❄				–	–	D
Saffire GEX (Petrol)	7.28**	9.05	NA	8.78	7.25**	–	–	–	20921	10.5	14.7	14.5	554	89	11.8	15.30	12.73	17.03	170	❄				–	2	D
Quadrajet LS (Diesel)	7.16	7.56	7.16	7.15	7.58	–	–	–	25896	11.6	17.1	21.0	631	89	20.4	14.54	13.73	15.53	168	❄		–		–	–	–
Quadrajet LX (Diesel)	8.02	8.46	9.21	8.02	8.50	–	–	–	27124	11.6	17.1	21.0	631	89	20.4	14.54	13.73	15.53	168	❄		–		–	–	–
Quadrajet VX (Diesel)	8.77	9.24	8.27	8.79	9.30	–	–	–	29309	11.6	17.1	21.0	631	89	20.4	14.54	13.73	15.53	168	❄				–	–	D
Quadrajet EX (Diesel)	9.87	10.38	9.21	9.91	10.48	–	–	–	32451	11.6	17.1	21.0	631	89	20.4	14.54	13.73	15.53	168	❄				–	2	D
FORD FIESTA	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Front **Length** 4320mm **Width** 1764mm **Height** 1486mm **Ground Clearance** NA **Boot** 430/- **Tank** 40 litres **Kerb Weight** NA																									
1.5 Ambiente M/T (Diesel)	NA	10.77	10.01	10.19	10.56	–	–	–	–	13.9	17.4	23.5	672	90	20.8	13.90	13.48	15.80	171	❄				–	1	D

RENAULT SCALA ★★★★★

You'll like Comfortable ride, space and practicality. **You won't** Low seating, expensive. **We say**. Practical and comfortable but pricey for what you get. **Buy** RxL diesel.

HYUNDAI ELANTRA ★★★★★

You'll like Styling, interiors, well-equipped. **You won't** Mediocre driving experience, low rear seats. **We say** Feature packed, stylish saloon that's good value too. **Buy** S diesel.

TOYOTA COROLLA ALTIS ★★★★★

You'll like Space and comfort, refinement. **You won't** Lacklustre engines, uninvolving to drive. **We say** Sensible, and in a smarter suit, but still won't set your pulse racing. **Buy** GL.

AUDI A4

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
●	–	●	Y/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
																CITY
–	–	–	N/N	–	No	No	Y/Y	No	In	No	–	Yes	El/No	–	–	No
–	–	●	Y/Y	–	No	No	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
–	–	●	Y/Y	–	Yes	No	Y/Y	Yes	In	Yes	–	Yes	El/No	–	–	No
–	–	●	Y/Y	–	Yes	No	Y/Y	Yes	In	Yes	–	Yes	El/No	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–	–	Yes
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–	–	Yes
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–	–	Yes
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–	–	Yes
–	–	–	N/N	–	No	No	Y/Y	No	In	No	–	Yes	El/No	–	–	No
–	–	●	Y/Y	–	No	No	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
–	–	●	Y/Y	–	Yes	No	Y/Y	Yes	In	Yes	–	Yes	El/No	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–	–	Yes
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–	–	Yes
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–	–	Yes
																LINEA CLASSIC
–	–	–	–	–	Yes	Yes	Y/Y	Yes	In	No	–	No	M/No	–	–	No
–	–	–	–	–	Yes	Yes	Y/Y	Yes	In	No	–	No	M/No	–	–	No
–	–	●	–	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	M/No	–	–	No
																ZEST
●	–	–	–	–	No	No	Y/Y	No	In	No	–	No	In/No	–	–	No
●	–	●	Y/Y	–	No	Yes	Y/Y	No	In	No	–	Yes	El/No	–	–	No
●	–	●	Y/Y	–	No	Yes	Y/Y	No	In	No	–	Yes	El/No	–	–	No
●	–	●	Y/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
●	–	–	–	–	No	No	Y/Y	No	In	No	–	No	In/No	–	–	No
●	–	●	Y/Y	–	No	Yes	Y/Y	No	In	No	–	Yes	El/No	–	–	No
●	–	●	Y/Y	–	No	Yes	Y/Y	No	In	No	–	Yes	El/No	–	–	No
●	–	●	Y/Y	–	No	Yes	Y/Y	No	In	No	–	Yes	El/No	–	–	No
●	–	●	Y/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
●	–	●	Y/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
																XCENT
–	–	–	–	–	Yes	No	Y/Y	No	In	No	–	No	In/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	No	El/Yes	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	No	El/Yes	–	–	Yes
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–	–	Yes
●	–	●	–	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–	–	Yes
–	–	–	–	–	Yes	No	Y/Y	No	In	No	–	No	In/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	No	El/Yes	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	No	El/Yes	–	–	Yes
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–	–	Yes
																INDIGO MANZA
–	–	–	–	–	No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–	●	Y/Y	–	No	Yes	Y/Y	No	In	Yes	–	No	In/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	In/No	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
–	–	–	–	–	No	No	Y/N	No	In	No	–	No	In/No	–	–	No
–	–	●	Y/Y	–	No	Yes	Y/Y	No	In	Yes	–	No	In/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	In/No	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
																FIESTA
–	–	–	–	–	Yes	No	Y/N	No	El	Yes	–	Yes	El/No	–	–	No

RENAULT FLUENCE ★★★★★

You'll like Fantastic ride and handling, front seat comfort. **You won't** Limited rear headroom, heavy clutch.
We say Now good enough to be more than just a left-field choice. **Buy** Diesel.

SKODA OCTAVIA ★★★★★

You'll like Strong engines, spacious interiors, build quality. **You won't** Gruff diesel, styling still a bit lame. **We say** Latest Octavia sets a new benchmark in the executive car segment. **Buy** Ambition.

CHEVROLET CRUZE ★★★★★

You'll like Smooth engine, long equipment list. **You won't** Tight rear seat, plastic quality. **We say** Improved engine makes the Cruze more user friendly. **Buy** LTZ.

TOYOTA CAMRY ★★★★★

You'll like Brilliant ride, back seat experience. **You won't** Won't get your pulse racing, price. **We say** Relaxing with a capital R. **Buy** A/T.

VOLVO S60 ★★★★★

You'll like Supremely comfy seats, safety tech. **You won't** Not involving to drive, plain interiors. **We say** The safest car for the money. **Buy** D4.

AUDI A3 ★★★★★

You'll like Build quality, refinement, ride comfort. **You won't** Limited rear head room, styling a bit too generic. **We say** The best all-round compact luxury car in India. **Buy** Diesel.

MERCEDES-BENZ C-CLASS ★★★★★

You'll like Cabin design and quality, extensive equipment list.
You won't Ride not as good as before.
We say Feels like a junior S-class.
Buy C220 CDI.

BMW 3 SERIES ★★★★★

You'll like Fun to drive, class-leading space, brilliant dynamics.
You won't Engine noise (320d), average equipment. **We say** Outstanding all-rounder sets new class benchmark.
Buy 320d.

★★★★★

You'll like Refinement, spacious cabin, soft ride. **You won't** Lacks driver involvement.
We say Subtle improvements and cheaper price make it far better value.
Buy 2.0 TDI.

SKODA SUPERB ★★★★★

You'll like More features on base trim, massive space and comfort. **You won't** Largely the same interiors, slightly bouncy ride at the rear. **We say** Fresher looks for Skoda's benchmark luxury car. **Buy** 2.0 TDI A/T.

MERCEDES-BENZ CLA-CLASS ★★★★★

You'll like Stunning looks, quality interiors.
You won't Understated performance, rear headroom. **We say** A very competent luxury car, but style is still its strongest point.
Buy CLA 200 CDI.

VOLVO S80 ★★★★★

You'll like Safety, value.
You won't Complicated dash, dull styling, noisy D5 diesel engine. **We say** For those who like something different. **Buy** D5.

MODEL BY MODEL SALOON MID-SIZE

KEY TO VERDICT
★★★★★ Outstanding
★★★★★ Very good
★★★★★ Good
★★★★★ Reasonable
★★★★★ Poor

** indicates Ex-showroom price
O indicates Optional Indian Driving Cycle figures as per ARAI standards

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
1.5 Trend M/T (Diesel)	10.63	11.85	11.04	11.22	11.64	–	–	–	–	13.9	17.4	23.5	672	90	20.8	13.90	13.48	15.80	171	❄				–	2	D
1.5 Titanium M/T (Diesel)	11.90	12.92	12.47	12.65	12.94	–	–	–	–	13.9	17.4	23.5	672	90	20.8	13.90	13.48	15.80	171	❄				–	2	D
CHEVROLET SAIL	Doors 4 Seats 5 Engine/Drive Front/Front Length 4249mm Width 1503mm Height 1690mm Ground Clearance 168mm Boot 370/– Tank 40 litres Kerb Weight 1124kg																									
1.2 PS (Petrol)	6.09	6.67	6.30	6.15	6.29	–	–	–	–	–	–	–	–	85	11.52	14.52	15.59	23.93	–	❄			–	–	–	–
1.2 LS (Petrol)	6.60	7.30	6.90	6.75	6.90	–	–	–	–	–	–	–	–	85	11.52	14.52	15.59	23.93	–	❄				–	–	–
1.2 LS ABS (Petrol)	7.18	7.72	7.30	7.14	7.29	–	–	–	–	–	–	–	–	85	11.52	14.52	15.59	23.93	–	❄				–	1	–
1.2 LT ABS (Petrol)	7.75	8.26	7.80	7.64	7.80	–	–	–	–	–	–	–	–	85	11.52	14.52	15.59	23.93	–	❄				–	2	–
1.3 TCDi PS (Diesel)	7.76	8.29	7.70	7.53	7.69	–	–	–	–	12.9	18.7	–	632	77	20.90	15.48	12.45	14.31	163	❄			–	–	–	–
1.3 TCDi LS (Diesel)	8.21	8.77	8.15	7.91	8.14	–	–	–	–	12.9	18.7	–	632	77	20.90	15.48	12.45	14.31	163	❄				–	–	–
1.3 TCDi LS ABS (Diesel)	8.56	9.14	8.49	8.21	8.48	–	–	–	–	12.9	18.7	–	632	77	20.90	15.48	12.45	14.31	163	❄				–	1	–
1.3 TCDi LT ABS (Diesel)	9.23	9.86	9.17	8.92	9.15	–	–	–	–	12.9	18.7	–	632	77	20.90	15.48	12.45	14.31	163	❄				–	2	–
FORD CLASSIC	Doors 4 Seats 5 Engine/Drive Front/Front Length 4282mm Width 1686mm Height 1468mm Ground Clearance 168mm Boot 430/- Tank 45 litres Kerb Weight 1110-1150kg																									
1.6 LXI (Petrol)	5.42	6.36	6.24	6.32	6.49	–	–	–	19973	9.6	14.9	14.3	551	101	14	11.66	11.97	17.56	176	❄				–	–	–
1.6 CLXI (Petrol)	6.49	7.20	7.06	7.14	7.35	–	–	–	21900	9.6	14.9	14.3	551	101	14	11.66	11.97	17.56	176	❄				–	–	D
1.6 Titanium (Petrol)	7.22	8.16	7.99	8.07	8.33	–	–	–	25674	9.6	14.9	14.3	551	101	14	11.66	11.97	17.56	176	❄				–	2	D
1.4 LXI (Diesel)	7.36	8.09	7.76	7.84	8.08	–	–	–	20575	13.9	18.3	19.7	724	68	16	17.48	12.78	16.70	160	❄				–	–	–
1.4 CLXI (Diesel)	7.61	8.67	8.22	8.37	8.67	–	–	–	21761	13.9	18.3	19.7	724	68	16	17.48	12.78	16.70	160	❄				–	–	D
1.4 Titanium (Diesel)	8.72	9.55	9.16	9.20	9.55	–	–	–	25950	13.9	18.3	19.7	724	68	16	17.48	12.78	16.70	160	❄				–	2	D
HONDA AMAZE	Doors 4 Seats 5 Engine/Drive Front/Front Length 3990mm Width 1680mm Height 1505mm Ground Clearance 165mm Boot 400 litres Tank 35 litres Kerb Weight 950-1075kg																									
E M/T (Petrol)	5.66	6.28	6.09	6.02	6.34	–	–	–	–	12.5	17	18	516	86.8	11.11	13.27	14.09	25.87	140	❄				–	–	–
EX M/T (Petrol)	6.05	6.72	6.50	6.44	6.78	–	–	–	–	12.5	17	18	516	86.8	11.11	13.27	14.09	25.87	140	❄				–	–	–
S M/T (Petrol)	6.46	7.19	6.92	6.88	7.24	–	–	–	–	12.5	17	18	516	86.8	11.11	13.27	14.09	25.87	140	❄				–	–	D
S A/T (Petrol)	7.75	8.37	8.00	8.00	8.44	–	–	–	–	11.5	16.1	15.5	481	86.8	11.11	15.81	8.46**	12.79**	140	❄				–	–	D
SX M/T (Petrol)	7.23	7.85	7.50	7.48	7.88	–	–	–	–	12.5	17	18	516	86.8	11.11	13.27	14.09	25.87	140	❄				–	2	D
VX M/T (Petrol)	7.66	8.28	7.93	7.91	8.33	–	–	–	–	12.5	17	18	516	86.8	11.11	13.27	14.09	25.87	140	❄				–	2	D
VX A/T (Petrol)	8.66	9.34	8.93	8.96	9.46	–	–	–	–	11.5	16.1	15.5	481	86.8	11.11	15.81	8.46**	12.79**	140	❄				–	2	D
VX (O) M/T (Petrol)	8.15	8.81	8.41	8.42	8.86	–	–	–	–	12.5	17	18	516	86.8	11.11	13.27	14.09	25.87	140	❄				–	2	D
E (Diesel)	7.03	7.71	7.32	7.28	7.67	–	–	–	–	15.2	20.8	25.8	630	98.6	20.39	12.97	13.53	15.09	140	❄				–	–	–
EX (Diesel)	7.40	8.10	7.68	7.66	8.06	–	–	–	–	15.2	20.8	25.8	630	98.6	20.39	12.97	13.53	15.09	140	❄				–	–	–
S (Diesel)	7.89	8.49	8.06	8.06	8.50	–	–	–	–	15.2	20.8	25.8	630	98.6	20.39	12.97	13.53	15.09	140	❄				–	–	D
SX (Diesel)	8.36	8.99	8.52	8.53	9.00	–	–	–	–	15.2	20.8	25.8	630	98.6	20.39	12.97	13.53	15.09	140	❄				–	2	D
VX (Diesel)	8.76	9.40	8.94	8.97	9.44	–	–	–	–	15.2	20.8	25.8	630	98.6	20.39	12.97	13.53	15.09	140	❄				–	2	D
VX (O) (Diesel)	9.26	9.94	9.42	9.47	9.97	–	–	–	–	15.2	20.8	25.8	630	98.6	20.39	12.97	13.53	15.09	140	❄				–	2	D
MARUTI SWIFT DZIRE	Doors 4 Seats 5 Engine/Drive Front/Front Length 3995mm Width 1695mm Height 1555mm Ground Clearance 170mm Boot 316 litres Tank 42 litres Kerb Weight 960-1080kg																									
LXi (Petrol)	5.69	6.14	5.09	5.99	6.38	3.8	–	–	12881	–	–	20.8	–	83.1	11.6	–	–	–	–	❄	–		–	–	–	–
LXi (O) (Petrol)	5.82	6.28	6.03	6.14	6.47	–	–	–	–	–	–	20.8	–	83.1	11.6	–	–	–	–	❄				–	–	–
VXi (Petrol)	6.52	6.97	6.72	6.84	NA	4.4	–	–	14163	–	–	20.8	–	83.1	11.6	–	–	–	–	❄				–	–	–
VXi A/T (Petrol)	7.82	7.79	NA	7.71	NA	–	–	–	17143	–	–	17.4	–	83.1	11.6	–	–	–	–	❄				–	–	–
ZXi (Petrol)	7.76	8.07	7.79	7.95	8.38	5.0	–	–	16296	–	–	20.8	–	83.1	11.6	–	–	–	–	❄				–	2	D
LDi (Diesel)	6.74	7.71	7.29	7.44	7.85	4.6	–	–	15345	14.6	19.8	26.5	722	74	19.3	13.40	11.80	13.71	168	❄				–	–	–
VDI (Diesel)	7.94	8.29	7.87	8.03	8.49	5.6	–	–	16585	14.6	19.8	26.5	722	74	19.3	13.40	11.80	13.71	168	❄				–	–	–
ZDi (Diesel)	9.03	9.40	8.94	9.14	9.64	5.6	–	–	18490	14.6	19.8	26.5	722	74	19.3	13.40	11.80	13.71	168	❄				–	2	D
TOYOTA ETIOS	Doors 4 Seats 5 Engine/Drive Front/Front Length 4265mm Width 1695mm Height 1510mm Ground Clearance 170mm Boot 595/– Tank 45 litres Kerb Weight 900-1005kg																									
J (Petrol)	6.81	7.31	6.26	7.04	7.31	–	–	–	–	11.8	16.8	16.7	640	90	13.46	11.38	11.77	15.69	181	❄	–		–	–	2	–
G (Petrol)	7.14	7.67	6.77	7.39	7.67	–	–	–	–	11.8	16.8	16.7	640	90	13.46	11.38	11.77	15.69	181	❄				–	2	D
V (Petrol)	7.58	8.27	7.60	7.92	8.22	–	–	–	–	11.8	16.8	16.7	640	90	13.46	11.38	11.77	15.69	181	❄				–	2	D
VX (Petrol)	8.27	8.89	8.05	8.15	8.89	–	–	–	–	11.8	16.8	16.7	640	90	13.46	11.38	11.77	15.69	181	❄				–	2	D
JD (Diesel)	8.15	8.76	7.44	8.31	8.62	–	–	–	–	14.2	19	23.5	747	68	17.3	15.88	13.08	16.08	163	❄	–		–	–	2	–
GD (Diesel)	8.49	9.13	7.85	8.65	8.98	–	–	–	–	14.2	19	23.5	747	68	17.3	15.88	13.08	16.08	163	❄				–	2	D
VD (Diesel)	8.94	9.68	8.63	9.18	9.53	–	–	–	–	14.2	19	23.5	747	68	17.3	15.88	13.08	16.08	163	❄				–	2	D
VXD (Diesel)	9.84	10.34	9.05	9.84	10.20	–	–	–	–	14.2	19	23.5	747	68	17.3	15.88	13.08	16.08	163	❄				–	2	D
SKODA RAPID	Doors 4 Seats 5 Engine/Drive Front/Front Length 4386mm Width 1699mm Height 1466mm Ground Clearance 168mm Boot 460 litres Tank 55 litres Kerb Weight 1145-1205kg																									
1.6 MPI M/T Active (Petrol)	8.70	9.19	7.29**	8.85	9.41	–	–	–	–	9.4	15.1	15	673	103.2	15.6	11.20	11.70	17.60	183	❄				–	–	–
1.6 MPI M/T Ambition (Petrol)	9.66	10.04	NA	10.30	10.44	–	–	–	–	9.4	15.1	15	673	103.2	15.6	11.20	11.70	17.60	183	❄				–	1	D
1.6 MPI M/T Ambition Plus (Petrol)	9.82	10.44	8.75	10.14	10.52	–	–	–	–	9.4	15.1	15	673	103.2	15.6	11.20	11.70	17.60	183	❄				–	2	D
1.6 MPI M/T Elegance (Petrol)	10.16	11.36	9.41	10.59	10.99	–	–	–	–	9.4	15.1	15	673	103.2	15.6	11.20	11.70	17.60	183	❄				–	2	D
1.6 MPI A/T Ambition Plus (Petrol)	11.06	11.56	9.45	11.23	11.10	–	–	–	–	8.2	14.5	14.3	624	103.2	15.6	13.57	7.94	10.49	175	❄				–	2	D

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Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
–	–	●	Y/Y	●	Yes	Yes	Y/N	No	El	Yes	–	Yes	El/No	–	–	No
●	–	●	Y/Y	●	Yes	Yes	Y/Y	No	El	Yes	–	Yes	El/Yes	–	●	No
SAIL																
–	–	–	–	–	Yes	No	Y/N	No	Re	No	–	No	El/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/N	No	Re	No	–	No	El/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/N	No	Re	No	–	Yes	El/No	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/N	No	Re	Yes	–	Yes	El/No	–	–	No
–	–	–	–	–	Yes	No	Y/N	No	Re	No	–	No	El/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/N	No	Re	No	–	No	El/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/N	No	Re	No	–	Yes	El/No	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/N	No	Re	Yes	–	Yes	El/No	–	–	No
CLASSIC																
–	–	–	–	–	No	No	Y/Y	No	El	No	–	No	In/No	–	–	No
–	–	●	N/Y	●	Yes	No	Y/Y	No	El	Yes	–	No	In/No	–	–	No
●	–	●	N/Y	●	Yes	Yes	Y/Y	No	El	Yes	–	Yes	El/No	–	–	No
–	–	–	–	–	No	No	Y/Y	No	El	No	–	No	In/No	–	–	No
–	–	●	N/Y	●	Yes	Yes	Y/Y	No	El	Yes	–	No	In/No	–	–	No
●	–	●	N/Y	●	Yes	Yes	Y/Y	No	El	Yes	–	Yes	In/No	–	–	No
AMAZE																
–	–	–	N/N	–	No	No	Y/Y	No	In	No	–	No	In/No	–	–	–
–	–	●	Y/Y	–	No	No	Y/Y	No	In	No	–	No	In/No	–	–	–
–	–	●	Y/Y	–	Yes	No	Y/Y	No	In	No	–	No	El/No	–	–	–
–	–	●	Y/Y	–	Yes	No	Y/Y	No	In	No	–	Yes	El/No	–	–	–
–	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	No	–	Yes	El/No	–	–	–
●	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–	–	–
●	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–	–	–
●	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–	–	–
–	–	–	N/N	–	No	No	Y/Y	No	In	No	–	Yes	In/No	–	–	–
–	–	●	Y/Y	–	No	No	Y/Y	No	In	No	–	Yes	In/No	–	–	–
–	–	●	Y/Y	–	Yes	No	Y/Y	No	In	No	–	Yes	El/No	–	–	–
–	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	No	–	Yes	El/No	–	–	–
●	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–	–	–
●	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–	–	–
SWIFT DZIRE																
–	–	–	–	–	No	No	N/Y	No	In	No	–	No	In/No	–	–	No
–	–	–	–	–	No	No	N/Y	No	In	No	–	No	In/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	No	–	No	El/Yes	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	No	–	Yes	El/Yes	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–	●	No
–	–	–	–	–	No	No	N/Y	No	In	No	–	No	In/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	No	–	Yes	El/Yes	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–	●	No
ETIOS																
–	–	–	–	–	No	No	N/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–	–	No	No	Y/N	No	In	Yes	–	No	In/No	–	–	No
–	–	●	Y/N	–	No	No	Y/N	No	In	Yes	–	Yes	In/No	–	–	No
●	–	●	Y/Y	–	No	Yes	Y/N	No	In	Yes	–	Yes	In/No	–	●	No
–	–	–	–	–	No	No	N/N	No	In	No	–	No	In/No	–	–	No
–	–	–	–	–	No	No	Y/N	No	In	Yes	–	No	In/No	–	–	No
–	–	●	Y/N	–	No	No	Y/N	No	In	Yes	–	Yes	In/No	–	–	No
●	–	●	Y/Y	–	No	Yes	Y/N	No	In	Yes	–	Yes	In/No	–	●	No
RAPID																
–	–	–	–	–	Yes	No	Y/N	Yes	In	No	–	No	In/No	–	–	No
–	–	–	–	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–	●	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–	●	No
–	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–	●	No

AUDI A6 ★★★★★

You'll like Brilliant diesel engine, exciting petrol motor, quality interiors. **You won't** Rear seats could be better, road noise, thirsty petrol. **We say** The new A6 has certainly set a new benchmark in its class. **Buy** 3.0 TDI.

AUDI A7 ★★★★★

You'll like Sharp looks, performance, quality interiors. **You won't** Road noise, vague steering. **We say** Sweet chariot it is. **Buy** 3.0 TDi.

BMW 5 SERIES ★★★★★

You'll like Strong engines, brilliant 8-speed 'box, features. **You won't** No spare tyre, high kerb weight (530d), rear seats not as comfy as rivals. **We say** Very accomplished and capable. **Buy** 520d.

MERCEDES-BENZ E-CLASS ★★★★★

You'll like Refinement, effortless to drive, solid build. **You won't** No six-cylinder option, space saver instead of full-size spare. **We say** A perfect blend of old-world charm and modern technology. **Buy** E250 CDI.

AUDI A8 ★★★★★

You'll like Smooth, punchy engine, all-wheel drive security. **You won't** A bit of road and tyre noise, looks a bit bland. **We say** Quite a step forward for the A8 but can't match newer rivals. **Buy** 3.0 TDI.

MERCEDES-BENZ S-CLASS ★★★★★

You'll like Sumptuous interiors, beautiful ride, refinement. **You won't** Expensive, could be more involving to drive. **We say** Expensive, but then again, it's the best S-class ever built. **Buy** S350L.

BMW 6 SERIES ★★★★★

You'll like Head-turning styling, powerful engines, great touring abilities. **You won't** Quite heavy, so not particularly agile. **We say** 5 series too common and a Bentley too expensive? This could be for you. **Buy**Eminence.

JAGUAR XF ★★★★★

You'll like Strong performance, excellent ride quality. **You won't** Rear-seat thigh support could be better, bit too soft for enthusiasts. **We say** Styling tweaks make it more appealling. **Buy** XF diesel.

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Which car is the best in its class?

Turn to our Test Centre section and find out.

MODEL BY MODEL SALOON MID-SIZE TO SALOON EXECUTIVE

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
KEY TO VERDICT ★★★★★ Outstanding ★★★★★ Very good ★★★★★ Good ★★★★★ Reasonable ★★★★★ Poor	** indicates Ex-showroom price O indicates Optional Indian Driving Cycle figures as per ARAI standards																									
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
1.6 MPI A/T Elegance (Petrol)	11.25	11.94	10.49	12.24	12.57	–	–	–	–	8.2	14.5	14.3	624	103.2	15.6	13.57	7.94	10.49	175	❄				–	2	D
1.5 TDI M/T Active (Diesel)	10.25	10.81	8.49**	10.25	10.88	–	–	–	–	13.5	17.6	21.14	855	103.2	25.5	11.44	8.68	9.70	186	❄				–	–	–
1.5 TDI M/T Ambition (Diesel)	10.84	11.19	NA	11.10	11.49	–	–	–	–	13.5	17.6	21.14	855	103.2	25.5	11.44	8.68	9.70	186	❄				–	1	D
1.5 TDI M/T Ambition Plus (Diesel)	10.99	13.29	10.10	11.06	11.22	–	–	–	–	13.5	17.6	21.14	855	103.2	25.5	11.44	8.68	9.70	186	❄				–	2	D
1.5 TDI M/T Elegance (Diesel)	11.45	12.74	10.90	13.63	12.52	–	–	–	–	13.5	17.6	21.14	855	103.2	25.5	11.44	8.68	9.70	186	❄				–	2	D
1.5 TDI A/T Ambition Plus (Diesel)	12.89	13.37	NA	13.21	13.84	–	–	–	–	–	–	21.66	–	103.2	25.5	12.18	7.05	9.68	–	❄				–	2	D
1.5 TDI A/T Elegance (Diesel)	13.49	14.09	NA	14.04	14.28	–	–	–	–	–	–	21.66	–	103.2	25.5	12.18	7.05	9.68	–	❄				–	2	D
MARUTI CIAZ	Doors 4 Seats 5 Engine/Drive Front/Front Length 4490mm Width 1730mm Height 1485mm Ground Clearance 170mm Boot 510/– Tank 43 litres																									
VXi M/T (Petrol)	8.15	8.68	8.18	8.76	8.93	–	–	–	–	–	–	20.7	–	91	13.25	12.90	12.63	18.90	–	❄				–	–	–
VXi+ M/T (Petrol)	8.79	9.34	8.81	9.42	9.61	–	–	–	–	–	–	20.7	–	91	13.25	12.90	12.63	18.90	–	❄				–	1	D
VXi+ A/T (Petrol)	10.09	10.68	10.00	10.44	10.95	–	–	–	–	–	–	19.1	–	91	13.25	–	–	–	–	❄				–	1	D
ZXi M/T (Petrol)	9.58	10.14	9.97	10.24	10.45	–	–	–	–	–	–	20.7	–	91	13.25	12.90	12.63	18.90	–	❄				★	2	D
ZXi A/T (Petrol)	10.84	11.57	10.81	11.73	12.49	–	–	–	–	–	–	19.1	–	91	13.25	–	–	–	–	❄				★	2	D
ZXi+ (O) M/T (Petrol)	10.22	10.56	10.54	10.66	11.38	–	–	–	–	–	–	20.7	–	91	13.25	12.90	12.63	18.90	–	❄				★	2	D
VDi M/T (Diesel)	9.50	10.12	9.36	10.01	10.21	–	–	–	–	–	–	26.2	–	89	20.4	12.99	13.19	14.90	–	❄				–	–	–
VDi+ M/T (Diesel)	10.18	10.84	10.02	10.71	10.93	–	–	–	–	–	–	26.2	–	89	20.4	12.99	13.19	14.90	–	❄				–	1	D
ZDi M/T (Diesel)	11.13	11.90	10.94	11.49	12.64	–	–	–	–	–	–	26.2	–	89	20.4	12.99	13.19	14.90	–	❄				★	2	D
ZDi+ (O) M/T (Diesel)	11.92	12.34	11.98	12.62	13.30	–	–	–	–	–	–	26.2	–	89	20.4	12.99	13.19	14.90	–	❄				★	2	D
NISSAN SUNNY	Doors 4 Seats 5 Engine/Drive Front/Front Length 4455mm Width 1695mm Height 1515mm Ground Clearance 161mm Boot 490 litres Tank 41 litres Kerb Weight 998-1097kg																									
XE (Petrol)	8.34	8.79	8.47	8.61	9.24	–	–	–	–	11.5	16.4	16.9	571	97.6	13.6	12.58	13.78	20.36	179	❄				–	1	–
XL (Petrol)	9.24	9.68	9.35	9.49	10.20	–	–	–	–	11.5	16.4	16.9	571	97.6	13.6	12.58	13.78	20.36	179	❄				–	1	D
XL Auto (Petrol)	11.00	11.89	10.79	11.03	11.85	–	–	–	–	–	–	17.9	–	99.6	13.6	–	–	–	–	❄				–	1	D
XE (Diesel)	9.85	10.33	9.82	9.96	10.70	–	–	–	–	13.6	18.7	21.6	662	84	20.4	12.89	12.66	15.13	169	❄				–	1	–
XL (Diesel)	10.57	11.07	10.55	10.69	11.49	–	–	–	–	13.6	18.7	21.6	662	84	20.4	12.89	12.66	15.13	169	❄				–	1	D
XV (Diesel)	11.79	12.04	11.39	11.55	12.75	–	–	–	–	13.6	18.7	21.6	662	84	20.4	12.89	12.66	15.13	169	❄				–	2	D
XV Premium Leather (Diesel)	12.37	12.61	11.95	12.63	13.36	–	–	–	–	13.6	18.7	21.6	662	84	20.4	12.89	12.66	15.13	169	❄				–	2	D
XV Premium Safety (Diesel)	12.03	12.37	11.72	12.38	13.11	–	–	–	–	13.6	18.7	21.6	662	84	20.4	12.89	12.66	15.13	169	❄				–	4	D
RENAULT SCALA	Doors 4 Seats 5 Engine/Drive Front/Front Length 4425mm Width 1695mm Height 1505mm Ground Clearance 161mm Boot 490 litres Tank 41 litres Kerb Weight 1005-1085kg																									
RxE (Petrol)	8.43	8.66	8.69	8.73	8.70	–	–	–	35952	–	–	–	–	97.6	13.6	–	–	–	–	❄	–			–	1	–
RxL (Petrol)	9.31	9.59	9.92	9.66	9.64	–	–	–	39922	–	–	–	–	97.6	13.6	–	–	–	–	❄				–	2	D
RxL A/T (Petrol)	10.61	10.94	11.31	11.03	11.02	–	–	–	–	10.7	16	–	547	97.6	13.6	12.11	6.72	9.17	–	❄				–	2	D
RxZ A/T (Petrol)	11.95	12.13	12.41	12.54	12.06	–	–	–	–	10.7	16	–	547	97.6	13.6	12.11	6.72	9.17	–	❄				★	2	D
RxE (Diesel)	9.83	10.54	9.98	10.06	10.04	–	–	–	–	–	–	–	–	84.8	20.4	–	–	–	–	❄	–			–	1	–
RxL (Diesel)	10.44	11.13	10.94	10.66	10.65	–	–	–	40097	–	–	–	–	84.8	20.4	–	–	–	–	❄				–	2	D
RxZ (Diesel)	11.30	12.36	12.03	12.24	11.73	–	–	–	43980	–	–	–	–	84.8	20.4	–	–	–	–	❄				★	2	D
VOLKSWAGEN VENTO	Doors 4 Seats 5 Engine/Drive Front/Front Length 4390mm Width 1699mm Height 1467mm Ground Clearance 163mm Boot 494 litres Tank 55 litres Kerb Weight 1121-1233kg																									
Trendline M/T (Petrol)	8.87	9.24	8.95	9.28	9.17	–	–	–	–	9.2	15.3	15.04	673	104	15.6	12.18	13.40	22.61	187	❄				–	2	D
Comfortline M/T (Petrol)	9.77	10.19	9.87	10.23	10.20	–	–	–	–	9.2	15.3	15.04	673	104	15.6	12.18	13.40	22.61	187	❄				–	2	D
Comfortline A/T (Petrol)	11.05	11.60	11.16	12.06	11.62	–	–	–	–	–	–	16.93	–	103	17.8	11.24	6.75	8.56	–	❄				–	2	D
Highline M/T (Petrol)	10.42	11.06	10.71	10.91	11.37	–	–	–	–	9.2	15.3	15.04	673	104	15.6	12.18	13.40	22.61	187	❄				★	2	D
Highline A/T (Petrol)	12.20	11.60	12.00	12.97	12.70	–	–	–	–	–	–	16.93	–	103	17.8	11.24	6.75	8.56	–	❄				★	2	D
Trendline M/T (Diesel)	10.36	10.82	10.29	10.67	10.57	–	–	–	–	13.1	17.3	20.34	836	103.2	25.6	11.90	9.62	10.88	186	❄				–	2	D
Comfortline M/T (Diesel)	11.28	11.89	11.21	12.12	11.62	–	–	–	–	13.1	17.3	20.34	836	103.2	25.6	11.90	9.62	10.88	186	❄				–	2	D
Comfortline A/T (Diesel)	13.04	13.32	12.56	13.57	13.41	–	–	–	–	–	–	21.21	–	103.2	25.6	12.25	6.83	9.12	–	❄				–	2	D
Highline M/T (Diesel)	12.52	12.78	12.05	12.73	12.44	–	–	–	–	13.1	17.3	20.34	836	103.2	25.6	11.90	9.62	10.88	186	❄				★	2	D
Highline A/T (Diesel)	13.91	14.21	13.40	14.48	13.98	–	–	–	–	–	–	21.21	–	103.2	25.6	12.25	6.83	9.12	–	❄				★	2	D
FIAT LINEA	Doors 4 Seats 5 Engine/Drive Front/Front Length 4596mm Width 1730mm Height 1487/1494mm Ground Clearance 185/190mm Boot 500/– Tank 45 litres																									
Active FIRE (Petrol)	7.97	8.31	8.22	8.56	8.64	–	–	–	–	9.4	13.4	14.6	513	88	11.73	15.14	14.04	18.67	182	❄				–	–	–
T-jet Active (Petrol)	9.12	9.51	8.35	8.75	9.88	–	–	–	–	10.3	15.4	14.6	580	112	21.1	11.05	11.94	15.52	191	❄				–	–	–
T-jet Dynamic (Petrol)	10.42	10.86	9.55	10.01	11.30	–	–	–	–	10.3	15.4	14.6	580	112	21.1	11.05	11.94	15.52	191	❄				–	2	D
T-jet Emotion (Petrol)	10.99	11.56	10.00	10.56	11.93	–	–	–	–	10.3	15.4	14.6	580	112	21.1	11.05	11.94	15.52	191	❄				★	2	D
Active Multijet (Diesel)	10.34	10.34	9.38	9.37	10.33	–	–	–	–	12.9	17.5	20.4	684	92	21.31	17.81	14.28	16.45	168	❄				–	–	–
Dynamic Multijet (Diesel)	11.82	11.82	10.53	10.71	11.73	–	–	–	–	12.9	17.5	20.4	684	92	21.31	17.81	14.28	16.45	168	❄				–	2	D
Emotion Multijet (Diesel)	12.38	12.38	10.93	11.30	12.63	–	–	–	–	12.9	17.5	20.4	684	92	21.31	17.81	14.28	16.45	168	❄				★	2	D
HYUNDAI VERNA	Doors 4 Seats 5 Engine/Drive Front/Front Length 4375mm Width 1700mm Height 1475mm Ground Clearance 165mm Boot 465/– Tank 43 litres Kerb Weight 1071-1191kg																									
1.4 VTVT M/T (Petrol)	8.70	9.19	8.78	8.97	9.46	–	–	–	–	–	–	–	–	105.5	13.8	–	–	–	–	❄				–	–	–
1.6 S VTVT M/T (Petrol)	9.91	10.49	10.05	10.29	10.84	–	–	–	–	9.8	15.3	–	540	121.3	15.8	11.49	12.65	18.30	191	❄				–	1	D
1.6 S (O) VTVT M/T (Petrol)	10.50	11.11	10.66	10.90	11.48	–	–	–	–	9.8	15.3	–	540	121.3	15.8	11.49	12.65	18.30	191	❄				–	2	D
1.6 S (O) VTVT A/T (Petrol)	11.61	12.07	11.45	12.25	12.71	–	–	–	–	8.5	14.1	–	485	121.3	15.8	12.49	7.48	9.33	175	❄				–	2	D
1.6 SX VTVT M/T (Petrol)	11.65	12.12	11.50	12.30	12.76	–	–	–	–	9.8	15.3	–	540	121.3	15.8	11.49	12.65	18.30	191	❄				★	4	D
1.4 CRDi M/T (Diesel)	10.30	10.87	10.11	10.36	10.92	–	–	–	–	–	–	–	–	88.7	22.4	–	–	–	–	❄				–	–	–
1.6 S CRDi M/T (Diesel)	11.44	12.44	11.56	11.41	12.02	–	–	–	–	13.9	17.9	–	680	126.2	26.5	–	–	–	–	❄				–	1	D
1.6 S (O) CRDi M/T (Diesel)	12.55	12.96	11.99	12.82	13.30	–	–	–	–	13.9	17.9	–	680	126.2	26.5	–	–	–	–	❄				–	2	D
1.6 SX CRDi M/T (Diesel)	13.56	14.02	12.97	13.87	14.39	–	–	–	–	13.9	17.9	–	680	126.2	26.5	–	–	–	–	❄				★	4	D
1.6 SX CRDi A/T (Diesel)	14.40	14.87	13.79	14.74	15.30	–	–	–	–	11.5	15.3	–	576	126.2	26.5	–	–	–	–	❄				★	4	D

SALOON EXECUTIVE

CHEVROLET CRUZE	Doors 4 Seats 5 Engine/Drive Front/Front Length 4597mm Width 1477mm Height 1788mm Ground Clearance 165mm Boot 450/– Tank 60 litres Kerb Weight 1537-1552kg																									
LT M/T (Diesel)	16.77	17.65	16.17	17.43	16.25	8.2	–	–	51556	10.8	15.7	–	795	164	38.7	10.22	13.39	14.96	215	❄				–	2	D
LTZ M/T (Diesel)	18.56	19.52	17.90	19.30	17.98	9.5	–	–	55443	10.8	15.7	–	795	164	38.7	10.22	13.39	14.96	215	❄				★	2	D
LTZ A/T (Diesel)	19.78	20.80	19.08	20.66	19.15	10.0	–	–	58566	9.8	15.3	–	753	164	38.7	10.24	6.69	7.48	210	❄				★	2	D
TOYOTA COROLLA ALTIS	Doors 4 Seats 5 Engine/Drive Front/Front Length 4540mm Width 1760mm Height 1480mm Ground Clearance 175mm Boot 470/– Tank 50-55 litres Kerb Weight 1180-1670kg																									
1.8 JS (Petrol)	15.13	15.91	13.85	14.83	16.43	–	–	–	–	–	–	–	–	138	17.6	10.08	11.36	16.43	–	❄				–	2	D
1.8 G (Petrol)	16.86	17.73	15.76	16.91	18.30	–	–	–	–	–	–	–	–	138	17.6	10.08	11.36	16.43	–	❄				–	2	D

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
	–	–	–	–	Yes	No	Y/N	Yes	In	No	–	No	In/No	–	–	No
	–	–	–	–	Yes	Yes	Y/N	Yes	Re	Yes	–	No	El/No	–	–	No
–	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
–	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
Kerb Weight 1010-1105kg																**CIAZ**
–	–		Y/N	–	Yes	No	Y/Y	Yes	In	Yes	–	No	El/No	–	–	No
–	–		Y/N	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/No	–		No
–	–		Y/N	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/No	–		No
	–		Y/N	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–		No
	–		Y/N	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–		No
	–		Y/N	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–		No
–	–		Y/N	–	Yes	No	Y/Y	Yes	In	Yes	–	No	El/No	–	–	No
–	–		Y/N	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/No	–		No
	–		Y/N	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–		No
	–		Y/N	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes	–		No
																SUNNY
–	–	–	–	–	No	No	Y/Y	Yes	In	No	–	Yes	In/No	–	–	No
–	–		Y/Y	–	Yes	No	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
–	–		Y/Y	–	Yes	No	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
–	–	–	–	–	No	No	Y/Y	Yes	In	No	–	Yes	In/No	–	–	No
–	–		Y/Y	–	Yes	No	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–	–	Yes
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–		Yes
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–		Yes
																SCALA
–	–		N/Y		Yes	No	Y/Y	Yes	In	No	–	Yes	In/No	–	–	No
	–		N/Y		Yes	No	Y/Y	Yes	In	Yes	–	Yes	El/No	–	–	No
	–		N/Y		Yes	No	Y/Y	Yes	In	Yes	–	Yes	El/No	–	–	No
	–		N/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–	–	No
–	–		N/Y		Yes	No	Y/Y	Yes	In	No	–	Yes	In/No	–	–	No
	–		N/Y		Yes	No	Y/Y	Yes	In	Yes	–	Yes	El/No	–	–	No
	–		N/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–	–	No
																VENTO
–	–	–	–	–	No	Yes	Y/Y	No	In	Yes	–	No	In/No	–		No
–	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
–	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No			No
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No			No
–	–	–	–	–	No	Yes	Y/Y	No	In	Yes	–	No	In/No	–		No
–	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
–	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No			No
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No			No
Kerb Weight 1258-1268kg																**LINEA**
–	–		–		Yes	Yes	Y/Y	Yes	In	Yes	–	No	El/No	–	–	No
–	–		–		Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/No	–	–	No
	–		Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
	–		Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
–	–		–		Yes	Yes	Y/Y	Yes	In	Yes	–	No	El/No	–	–	No
	–		Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
	–		Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
																VERNA
–	–		Y/Y		Yes	No	Y/Y	No	In	No	–	Yes	El/No	–	–	–
	–		Y/Y		Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–		Yes
	–		Y/Y		Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–		Yes
	–		Y/Y		Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–		Yes
	–		Y/Y		Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–		Yes
–	–		Y/Y		Yes	No	Y/Y	No	In	No	–	Yes	El/Yes	–	–	–
	–		Y/Y		Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–		Yes
	–		Y/Y		Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–		Yes
	–		Y/Y		Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–		Yes
	–		Y/Y		Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–		Yes
																CRUZE
	–		Y/Y		Yes	No	Y/Y	No	In	Yes	–	Yes	El/No	–		No
	–		Y/Y		Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–		No
	–		Y/Y		Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–		No
																COROLLA ALTIS
–	–		Y/Y		–	–	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
	–		Y/Y		Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–		No

BMW 7 SERIES ★★★★★

You'll like Driving pleasure, quiet cabin, responsive engine and gearbox. **You won't** Floaty ride, cabin does not feel that special. **We say** Small tweaks help the 7 series feel more luxurious. **Buy** 730Ld.

PORSCHE PANAMERA ★★★★★

You'll like Sportscar-like handling, performance, engine refinement, cabin quality. **You won't** Price, small boot. **We say** An expensive but very special car. **Buy** 4.

JAGUAR XJ ★★★★★

You'll like Styling, strong performance, drivetrain refinement (diesel), comfy interiors. **You won't** Boot space, low ground clearance. **We say** Successful combination of refinement and rare poise. **Buy** XJ Diesel.

MERCEDES-BENZ CLS-CLASS ★★★★★

You'll like Silky petrol V6, shift paddles work better. **You won't** Still no diesel, merely a stop gap to the facelift. **We say** Updates are welcome, but feel like a mere concession. **Buy** CLS 350.

MAHINDRA QUANTO ★★★★★

You'll like Spacious cabin, sturdy, good value. **You won't** Cabin quality, unsorted dynamics. **We say** Versatile and good value for money, but has its quirks. **Buy** C6.

PREMIER RIO ★★★★★

You'll like Low speed ride, city-friendly size. **You won't** Poor dynamics, inferior build quality. **We say** The latest version is the best Rio yet, but there's still a long way to go. **Buy** LX.

CHEVROLET ENJOY ★★★★★

You'll like Spacious cabin, price. **You won't** Lacks premium feel, boxy shape. **We say** Lacks sophistication but is a capable and practical people-mover. **Buy** TCDi LT.

MARUTI ERTIGA ★★★★★

You'll like Plush interiors, drives like a car, efficiency (D). **You won't** Diesel sluggish at low speeds, narrow cabin. **We say** The ideal Indian family car. **Buy** VDi.

TOYOTA INNOVA ★★★★★

You'll like Comfort, interiors feel upmarket. **You won't** Upgrades not substantial, top variants pricey. **We say** Style updates fine-tune a proven product. **Buy** GX seven-seater.

RENAULT LODGY ★★★★★

You'll like Ride and handling, space and practicality. **You won't** Boxy styling and heavy clutch. **We say** A great product which appeals to the heart and the head. **Buy** RxL 110 PS.

MODEL BY MODEL SALOON EXECUTIVE TO TO ENTRY LUXURY SALOON

KEY TO VERDICT
★★★★★ Outstanding
★★★★★ Very good
★★★★★ Good
★★★★★ Reasonable
★★★★★ Poor

** indicates Ex-showroom price
O indicates Optional Indian Driving Cycle figures as per ARAI standards

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
1.8 G A/T (Petrol)	18.34	18.47	17.20	18.45	19.90	–	–	–	–	–	–	–	–	138	17.6	11.54	6.72	8.76	–	❄				–	2	D
1.8 GL (Petrol)	18.73	19.70	17.55	18.85	20.32	–	–	–	–	–	–	–	–	138	17.6	10.08	11.36	16.43	–	❄				★	2	D
1.8 VL A/T (Petrol)	20.44	21.49	19.20	20.65	22.17	–	–	–	–	–	–	–	–	138	17.6	11.54	6.72	8.76	–	❄				★	2	D
D-4D J (Diesel)	16.41	17.18	14.98	16.00	17.44	–	–	–	–	12.1	17.1	–	803	87	20.9	14.05	14.51	15.07	168	❄				–	2	D
D-4D JS (Diesel)	17.07	17.88	15.60	16.73	18.07	–	–	–	–	12.1	17.1	–	803	87	20.9	14.05	14.51	15.07	168	❄				–	2	D
D-4D G (Diesel)	18.70	19.58	17.15	18.39	19.86	–	–	–	–	12.1	17.1	–	803	87	20.9	14.05	14.51	15.07	168	❄				–	2	D
D-4D GL (Diesel)	20.60	21.57	18.92	20.34	21.87	–	–	–	–	12.1	17.1	–	803	87	20.9	14.05	14.51	15.07	168	❄				★	2	D
HYUNDAI ELANTRA	Doors 4 Seats 5 Engine/Drive Front/Front Length 4550mm Width 1775mm Height 1470mm Ground Clearance 167mm Boot 485 litres Tank 56 litres Kerb Weight 1259-1329kg																									
S M/T (Petrol)	16.14	16.90	14.97	15.94	16.54	–	–	–	42162	9.8	14.4	–	677	147	18.1	10.45	13.33	18.10	210	❄				–	2	D
SX M/T (Petrol)	17.58	18.42	16.36	17.42	18.07	–	–	–	45944	9.8	14.4	–	677	147	18.1	10.45	13.33	18.10	210	❄				★	6	D
SX A/T (Petrol)	18.81	19.71	17.48	18.96	19.32	–	–	–	49026	–	–	–	–	147	18.1	12.07	6.65	9.34	191	❄				★	6	D
Base M/T (Diesel)	17.00	17.74	15.49	16.50	17.12	–	–	–	43414	12.8	17	–	834	126	26.5	10.28	14.95	15.92	191	❄				–	2	D
S M/T (Diesel)	17.90	18.67	16.31	17.37	18.03	–	–	–	45659	12.8	17	–	834	126	26.5	10.28	14.95	15.92	191	❄				–	2	D
SX M/T (Diesel)	19.43	20.27	17.67	18.82	19.53	–	–	–	49387	12.8	17	–	834	126	26.5	10.28	14.95	15.92	191	❄				★	6	D
SX A/T (Diesel)	20.89	21.79	18.80	20.01	20.77	–	–	–	52469	11.2	16.2	–	767	126	26.5	10.92	6.89	8.86	–	❄				★	6	D
RENAULT FLUENCE	Doors 4 Seats 5 Engine/Drive Front/Front Length 4618mm Width 1813mm Height 1488mm Ground Clearance 170mm Boot 530 litres Tank 60 litres Kerb Weight 1360-1380kg																									
E2 M/T (Diesel)	17.34	18.20	17.60	17.44	16.53	8.6	–	–	58222	11.5	16.5	21.8	840	108	24.4	12.95	14.99	14.02	175	❄				–	2	D/P
E4 M/T (Diesel)	19.16	20.14	19.46	19.40	18.44	9.7	–	–	64853	11.5	16.5	21.8	840	108	24.4	12.95	14.99	14.02	175	❄				★	4	D/P
VOLKSWAGEN JETTA	Doors 5 Seats 5 Engine/Drive Front/Front Length 4644mm Width 1778mm Height 1453mm Ground Clearance 159mm boot 510/- tank 55 litres kerb weight 1445-1460kg																									
1.4 TSI Trendline M/T (Petrol)	16.22	16.63	15.96	17.72	16.59	–	–	–	–	–	–	14.69	–	121	20.4	10.56	11.12	13.60	–	❄				–	6	D/P
1.4 TSI Comfortline M/T (Petrol)	17.95	18.40	17.66	19.56	18.40	–	–	–	–	–	–	14.69	–	121	20.4	10.56	11.12	13.60	–	❄				–	6	D/P
2.0 TDI Trendline M/T (Diesel)	17.99	18.37	17.33	19.19	18.39	–	–	–	–	11.7	16.7	19.33	781	140	32.6	10.92	11.38	14.39	–	❄				–	6	D/P
2.0 TDI Comfortline M/T (Diesel)	20.22	20.66	19.49	21.52	20.22	–	–	–	–	11.7	16.7	19.33	781	140	32.6	10.92	11.38	14.39	–	❄				–	6	D/P
2.0 TDI Highline M/T (Diesel)	22.44	22.92	21.63	23.82	22.79	–	–	–	–	11.7	16.7	19.33	781	140	32.6	10.92	11.38	14.39	–	❄				–	6	D/P
2.0 TDI Highline A/T (Diesel)	23.63	24.35	22.78	25.06	23.83	–	–	–	–	11.8	16.8	16.96	786	140	32.6	10.02	6.22	7.81	208	❄				–	6	D/P
SKODA OCTAVIA	Doors 4 Seats 5 Engine/Drive Front/Front Length 4659mm Width 1814mm Height 1476mm Ground Clearance 155mm Boot 590/1580 Tank 50 litres Kerb Weight 1260-1395kg																									
1.4 TSI M/T Active (Petrol)	17.09	17.50	15.75	17.88	17.70	–	–	–	–	–	–	16.8	–	138	25.4	–	–	–	–	❄				–	2	D
1.4 TSI M/T Ambition (Petrol)	18.87	19.77	16.92	19.97	20.56	–	–	–	–	–	–	16.8	–	138	25.4	–	–	–	–	❄				★	2	D
1.8 TSI A/T Elegance (Petrol)	22.74	24.07	20.66	24.15	25.13	–	–	–	–	9.5	14	14.7	587	177.5	25.4	8.01	4.95	5.53	220	❄				★	6	D/P
2.0 TDI M/T Active (Diesel)	19.42	19.82	17.58	19.90	19.71	–	–	–	–	12.5	17.2	20.6	742	141	32.6	8.84	10.03	12.05	205	❄				–	2	D
2.0 TDI M/T Ambition (Diesel)	21.24	21.90	18.75	21.99	22.66	–	–	–	–	12.5	17.2	20.6	742	141	32.6	8.84	10.03	12.05	205	❄				★	2	D
2.0 TDI A/T Ambition (Diesel)	22.03	22.72	19.85	22.83	23.52	–	–	–	–	12	17	19.3	725	141	32.6	9.35	5.32	6.93	205	❄				★	2	D
2.0 TDI A/T Elegance (Diesel)	24.41	25.39	21.90	25.31	26.32	–	–	–	–	12	17	19.3	725	141	32.6	9.35	5.32	6.93	205	❄				★	6	D/P
ENTRY LUXURY SALOON																										
TOYOTA CAMRY	Doors 4 Seats 5 Engine/Drive Front/Front Length 4850mm Width 1825mm Height 1480mm Ground Clearance 160mm Boot 484/– Tank 65-70 litres Kerb Weight 1490-1635kg																									
2.5 A/T (Petrol)	33.57	34.97	28.19	28.82	32.74	–	–	–	–	8.2	12	–	707	178	23.7	9.23	5.47	6.73	228	❄				★	7	D/P
Hybrid (Petrol)	37.15	38.72	32.35	35.75	38.35	–	–	–	–	–	–	–	–	158	21.7	–	–	–	–	❄				★	7	D/P
SKODA SUPERB	Doors 4 Seats 5 Engine/Drive Front/Front Length 4838mm Width 1817mm Height 1462-1482mm Ground Clearance 158mm Boot 565/1670 Tank 60 litres Kerb Weight 1471kg																									
1.8 TSI M/T Ambition (Petrol)	22.04	26.23	19.90	21.84	25.15	–	–	–	81300	8.7	11.0	13.1	591	160	25.5	8.56	10.05	11.37	220	❄				★	8	D/P
1.8 TSI M/T Elegance (Petrol)	25.14	26.27	22.58	26.60	27.51	9.5	–	–	87000	8.7	11.0	13.1	591	160	25.5	8.56	10.05	11.37	220	❄				★	8	D/P
1.8 TSI A/T Elegance (Petrol)	27.00	27.23	24.38	28.59	29.59	–	–	–	92000	8.3	12.5	13.6	624	160	25.5	9.10	5.76	6.93	220	❄				★	8	D/P
2.0 TDI A/T Ambition (Diesel)	27.71	28.23	24.60	27.30	28.56	13.0	–	–	95500	9.9	14.3	17.1	726	140	32.6	11.22	7.02	8.76	206	❄				★	8	D/P
2.0 TDI A/T Elegance (Diesel)	30.99	32.31	27.64	32.17	33.31	14.5	–	–	101200	9.9	14.3	17.1	726	140	32.6	11.22	7.02	8.76	206	❄				★	8	D/P
COMPACT LUXURY SALOON																										
AUDI A3	Doors 4 Seats 5 Engine/Drive Front/Front Length 4456mm Width 1796mm Height 1416mm Ground Clearance NA Boot 425 litres Tank 50 litres Kerb Weight 1295-1340kg																									
40TFSI Premium Plus (Petrol)	35.11	40.07	36.94	NA	NA	–	–	–	–	9.8	14.2	16.6	–	177.5	25.50	8.21	4.88	5.63	230	❄				★	6	D/P
35TDI Attraction (Diesel)	29.31	22.95**	29.22	NA	NA	–	–	–	–	12.3	17.5	20.3	–	141	32.63	8.97	5.46	7.14	220	❄				–	6	D/P
35TDI Premium (Diesel)	32.60	36.64	33.73	NA	NA	–	–	–	–	12.3	17.5	20.3	–	141	32.63	8.97	5.46	7.14	220	❄				★	6	D/P
35TDI Premium Plus (Diesel)	36.81	41.09	37.88	NA	NA	–	–	–	–	12.3	17.5	20.3	–	141	32.63	8.97	5.46	7.14	220	❄				★	6	D/P
35TDI Technology (Diesel)	38.93	44.50	39.95	NA	NA	–	–	–	–	12.3	17.5	20.3	–	141	32.63	8.97	5.46	7.14	220	❄				★	6	D/P
40TFSI Premium Plus Cabriolet (P)	51.39	52.83	52.14	NA	NA	–	–	–	–	9.8	14.2	16.6	–	177.5	25.50	8.21	4.88	5.63	230	❄				★	6	D/P
MERCEDES CLA-CLASS	Doors 4 Seats 4 Engine/Drive Front/Rear Length 4630-4691mm Width 1777mm Height 1416-1432mm Ground Clearance NA Boot 470/- Tank NA Kerb Weight 1510-1650kg																									
CLA 200 Sport (Petrol)	39.85	42.99	40.69	43.19	44.87	–	–	–	–	–	–	–	–	181	30.5	–	–	–	–	❄				★	6	D/P
CLA 200 CDI Style (Diesel)	36.70	41.06	36.72	38.91	40.42	–	–	–	–	–	–	–	–	134	30.5	–	–	–	–	❄				★	6	D/P
CLA 200 CDI Sport (Diesel)	41.76	43.97	41.72	44.29	46.02	–	–	–	–	–	–	–	–	134	30.5	–	–	–	–	❄				★	6	D/P

WHATCAR?

Where do I get the latest discounts?

Read our Hot Deals section for the best offers.

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
	–		Y/Y		Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	–		No
	–		Y/Y		Yes	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes	–		No
	–		Y/Y		Yes	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes	–		No
–	–	–	–		–	–	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
–	–		Y/Y		–	–	Y/Y	No	In	Yes	–	Yes	El/No	–	–	No
	–		Y/Y		Yes	–	Y/Y	No	In	Yes	–	Yes	El/Yes	–		No
	–		Y/Y		Yes	–	Y/Y	No	In	Yes	–	Yes	El/Yes	–		No
ELANTRA																
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	No		Yes
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	Yes		Yes
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	Yes		Yes
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	No		No
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	No		Yes
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	Yes		Yes
	–		Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	Yes		Yes
FLUENCE																
			Y/Y		Yes	Yes	Y/Y	No	Re	Yes	–	Yes	El/No	–		No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
JETTA																
			Y/N		No	No	Y/Y	Yes	In	Yes	–	Yes	El/No		–	No
			Y/N		Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			No
			Y/N		No	No	Y/Y	Yes	In	Yes	–	Yes	El/No		–	No
			Y/N		Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			No
			Y/N		Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			No
			Y/N		Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			No
OCTAVIA																
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
CAMRY																
	–		Y/Y	–	Yes	No	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–		Yes
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
SUPERB																
			N/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–		No
			N/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			N/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			N/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–		No
			N/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
A3																
			Y/N		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–		No
			Y/N		Yes	No	Y/Y	Yes	Re	Yes	–	Yes	El/No	–		No
			Y/N		Yes	No	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–		No
			Y/N		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–		No
			Y/N		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–		Yes
			Y/N		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	–		No
CLA-CLASS																
			Y/Y	–	No	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y	–	No	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y	–	No	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes			Yes

HONDA MOBILIO ★★★★★

You'll like Spacious, flexible cabin, easy to drive. **You won't** Dashboard is a bit basic, rear seat set too low. **We say** A stylish, easy to drive and versatile MPV from Honda. **Buy** S.

TATA ARIA ★★★★★

You'll like Comfortable second row, handles the rough stuff with ease. **You won't** Gearbox feels unpolished, cramped third row. **We say** Hardly a facelift, but subtle tweaks improve overall package. **Buy** Pleasure.

MAHINDRA XYLO ★★★★★

You'll like Wallet-friendly price, unbeatable space, comfort, strong m-Hawk engine. **You won't** Interior fit and finish, sloppy handling. **We say** Value-for-money alternative to the Innova. **Buy** H8.

NISSAN EVALIA ★★★★★

You'll like Flexible cabin, easy to drive **You won't** Too van-like, small, fixed windows **We say** Spacious MPV with versatility as its USP. **Buy** XL

TATA MOVUS ★★★★★

You'll like Comfy seats, driveability, value for money. **You won't** Gearshift, some cheap plastics.**We say** Credible rival to the Xylo.**Buy** LX.

TATA XENON ★★★★★

You'll like Styling, features. **You won't** Rear seats, shallow bed. **We say** If you need the utility and like to do things in style. **Buy** 4x4.

MAHINDRA GETAWAY ★★★★★

You'll like Off-road ability, robust build. **You won't** Looks like a Scorpio, handling. **We say** A no-nonsense pick-up with genuine off-road ability. **Buy** 4x4.

TATA SUMO GOLD ★★★★★

You'll like Space, cruising ability. **You won't** Heavy clutch, basic interiors,feels crude. **We say** Improved ride quality and interiors, but still feels old and crude. **Buy** GX.

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MODEL BY MODEL COMPACT LUXURY SALOON TO PREMIUM LUXURY SALOON

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
KEY TO VERDICT ★★★★★ Outstanding ★★★★★ Very good ★★★★★ Good ★★★★★ Reasonable ★★★★★ Poor	** indicates Ex-showroom price O indicates Optional Indian Driving Cycle figures as per ARAI standards																									
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
CLA 45 AMG (Petrol)	78.76	91.60	81.51	87.24	90.77	–	–	–	–	–	–	–	–	355	45.9	5.43	4.18	4.49	250	✻					6	D/P
AUDI A4	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Front **Length** 4701-4716mm **Width** 1826mm **Height** 1406-1427mm **Ground Clearance** NA **Boot** 480 litres **Tank** 61-63 litres																									
35TFSI Premium (Petrol)	41.90	30.10**	38.63	NA	NA	–	–	–	–	8.5	12.5	15.6	661	168	32	9.36	5.70	6.92	225	✻					6	D/P
35TDI Premium (Diesel)	44.78	46.39	42.85	NA	NA	–	–	–	–	10.2	14.3	17.1	747	174	38.7	8.84	5.08	6.31	222	✻					6	D/P
35TDI Premium Plus (Diesel)	45.67	49.40	NA	NA	NA	–	–	–	–	10.2	14.3	17.1	747	174	38.7	8.84	5.08	6.31	222	✻					6	D/P
35TDI Technology (Diesel)	48.10	52.83	47.77	NA	NA	–	–	–	–	10.2	14.3	17.1	747	174	38.7	8.84	5.08	6.31	222	✻					6	D/P
MERCEDES C-CLASS	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Rear **Length** 4686mm **Width** 1810mm **Height** 1442mm **Ground Clearance** NA **Boot** 480/– **Tank** 66 litres **Kerb Weight** 1545-1655kg																									
C200 Avantgarde (Petrol)	48.80	48.80	48.45	51.38	52.37	–	–	–	–	–	–	14.74	–	181	30.5	8.11	4.66	6.05	235	✻				–	6	D/P
C220 CDI Style (Diesel)	46.37	48.38	46.40	49.18	51.10	–	–	–	–	–	–	19.27	–	168	40.7	8.49	5.65	6.76	250	✻				–	6	D/P
C220 CDI Avantgarde (Diesel)	49.82	52.28	49.81	52.85	54.92	–	–	–	–	–	–	19.27	–	168	40.7	8.49	5.65	6.76	250	✻				–	6	D/P
VOLVO S60	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Front **Length** 4635mm **Width** 1825mm **Height** 1484mm **Ground Clearance** 136mm **Boot** 380 litres **Tank** 67 litres **Kerb Weight** 1652-1680kg																									
T6 Inscription (Petrol)	49.17	53.82	NA	NA	NA	–	–	–	–	–	–	–	–	304	40.7	–	–	–	–	✻					6	D/P
D4 Kinetic (Diesel)	40.36	46.47	NA	NA	NA	–	–	–	–	10.1	14.6	–	827	181	40.8	9.81	5.56	7.00	215	✻					6	D/P
D4 Momentum (Diesel)	43.66	49.88	NA	NA	NA	–	–	–	–	10.1	14.6	–	827	181	40.8	9.81	5.56	7.00	215	✻					6	D/P
D5 Inscription (Diesel)	47.83	53.82	NA	NA	NA	22.1	–	–	–	9.5	13.4	–	767	215	44.8	8.19	5.74	6.22	230	✻					6	D/P
BMW 3 SERIES	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Rear **Length** 4624-4824mm **Width** 1811-1828mm **Height** 1429-1508mm **Ground Clearance** 140mm **Boot** 480-500 **Tank** 60 litres																									
Prestige (Diesel)	41.82	44.79	40.70	41.73	44.03	–	–	–	–	11.1	15.5	18.8	798	181	38.7	7.83	4.75	5.89	225	✻					8	D/P
320d Sport Line (Diesel)	46.40	49.61	45.19	45.96	48.57	–	–	–	–	11.1	15.5	18.8	798	181	38.7	7.83	4.75	5.89	225	✻					8	D/P
320d Luxury Line (Diesel)	46.40	49.61	45.19	45.96	48.57	–	–	–	–	11.1	15.5	18.8	798	181	38.7	7.83	4.75	5.89	225	✻					8	D/P
328i Sport Plus (Petrol)	48.27	55.26	40.89	52.43	54.37	–	–	–	–	7.5	12.5	14.7	600	241	35.6	6.40	4.35	5.30	250	✻					8	D/P
320d GT Luxury Line (Diesel)	49.79	53.12	50.36	52.74	54.82	–	–	–	–	–	–	–	–	181	38.7	–	–	–	–	✻					8	D/P
320d GT Sport Line (Diesel)	35.90**	52.14	47.44	44.30**	48.80	–	–	–	–	–	–	–	–	181	38.7	–	–	–	–	✻					8	D/P
M3 Sedan (Petrol)	119.00**	NA	138.48	NA	NA	–	–	–	–	–	–	–	–	431	56.1	–	–	–	–	✻					8	D/P
M4 Coupe (Petrol)	121.00**	NA	140.84	NA	NA	–	–	–	–	–	–	–	–	431	56.1	–	–	–	–	✻					8	D/P

LUXURY SALOON

AUDI A6	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Front **Length** 4915-4979mm **Width** 1874-1936mm **Height** 1440-1461mm **Ground Clearance** NA **Boot** 530/1680 **Tank** 65-75 litres																									
40TFSI Premium Plus (Petrol)	51.96	47.87**	NA	56.36	NA	–	–	–	–	–	–	–	–	177	32.6	9.19	5.40	6.49	–	✻					6	D/P
35TDI Premium (Diesel)	50.60	54.34	50.33	59.87	NA	–	–	–	–	10.1	14.9	–	937	174	38.7	9.05	5.51	6.47	–	✻					6	D/P
35TDI Premium Plus (Diesel)	52.29	60.94	56.34	59.87	NA	–	–	–	–	10.1	14.9	–	937	174	38.7	9.05	5.51	6.47	–	✻					6	D/P
35TDI Technology (Diesel)	63.07	68.94	62.58	66.63	NA	–	–	–	–	10.1	14.9	–	937	174	38.7	9.05	5.51	6.47	–	✻					6	D/P
S6 (Petrol)	108.89	88.98**	NA	NA	NA	–	–	–	–	–	–	–	–	415	56	–	–	–	–	✻					6	D/P
RS6 (Petrol)	135.00**	135.00**	NA	138.00**	NA	–	–	–	–	–	–	–	–	552	71.4	–	–	–	250	✻					6	D/P
MERCEDES E-CLASS	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Rear **Length** 4879mm **Width** 1854mm **Height** 1474mm **Ground Clearance** NA **Boot** 540/– **Tank** 80 litres **Kerb Weight** 1720-1800kg																									
E200 Avantgarde (Petrol)	53.81	56.71	54.94	58.30	60.69	–	–	–	–	–	–	–	–	184	30.6	9.47	5.50	7.14	–	✻				–	8	D/P
E250 CDI Avantgarde (Diesel)	57.53	60.34	57.44	60.99	63.49	–	–	–	–	9.2	14.5	–	948	204	51	8.31	5.85	7.31	242	✻					8	D/P
E350 CDI Avantgarde (Diesel)	69.53	72.73	69.14	73.59	76.59	–	–	–	–	–	–	–	–	262	63.2	–	–	–	250	✻					8	D/P
E400 Cabriolet (Petrol)	88.62	101.01	90.14	96.53	100.34	–	–	–	–	–	–	–	–	333	49	–	–	–	–	✻					9	D/P
E63 AMG (Petrol)	145.99	165.70	147.49	158.28	164.66	–	–	–	–	–	–	–	–	557	73.4	4.86	3.04	3.58	250	✻					8	D/P
VOLVO S80	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Front **Length** 4851mm **Width** 1907mm **Height** 1493mm **Ground Clearance** 151mm **Boot** 480/- litres **Tank** 68 litres **Kerb Weight** 1630-1792kg																									
D4 (Diesel)	52.15	58.51	NA	NA	NA	–	–	–	–	9.8	13.8	–	802	163	40.8	12.01	6.21	7.57	–	✻					8	D/P
D5 (Diesel)	56.34	63.32	NA	NA	NA	–	–	–	–	–	–	–	–	215	42.8	8.2	5.46	6.11	–	✻					8	D/P
BMW 5 SERIES	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Rear **Length** 4899-4910mm **Width** 1860-1891mm **Height** 1456-1464mm **Ground Clearance** 142mm **Boot** 520/– **Tank** 70-80 litres																									
520d Prestige (Diesel)	55.54	57.36	56.39	57.09	60.11	–	–	–	–	10	14.5	18.4	857	181	38.76	9.09	5.13	6.71	–	✻					6	D/P
520d Modern Line (Diesel)	60.26	61.89	58.64	60.72	63.89	–	–	–	–	10	14.5	18.4	857	181	38.76	9.09	5.13	6.71	–	✻					6	D/P
520d Luxury Line (Diesel)	60.26	64.35	58.68	60.72	63.89	–	–	–	–	10	14.5	18.4	857	181	38.76	9.09	5.13	6.71	–	✻					6	D/P
530d M Sport (Diesel)	71.71	76.62	70.60	72.09	75.61	–	–	–	–	7.9	13.8	16.2	759	245	55.1	6.63	4.27	4.56	250	✻					6	D/P
M5 (Petrol)	129.70**	129.70**	156.47	142.89	165.38	–	–	–	–	–	–	–	–	552	69.3	4.95	3.54	3.50	250	✻					6	D/P

PREMIUM LUXURY SALOON

AUDI A8	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Four **Length** 5265mm **Width** 1949mm **Height** 1471mm **Ground Clearance** NA **Boot** 510 litres **Tank** 82 litres **Kerb Weight** 2010-2050kg																									
60TFSI (Petrol)	156.95	182.41	159.13	NA	NA	–	–	–	–	–	–	16.7	–	429	61.2	–	–	–	–	✻					8	D/P
50TDI (Diesel)	133.52	155.07	135.60	NA	NA	–	–	–	–	–	–	6.0	–	255	59.1	6.61	4.60	6.68	250	✻					8	D/P
60TDI (Diesel)	154.68	175.88	153.50	NA	NA	–	–	–	–	–	–	7.5	–	379	86.7	–	–	–	–	✻					8	D/P
W12 6.3 FSI (Petrol)	217.18	243.30	NA	NA	NA	–	–	–	–	–	–	11.3	–	493	63.7	–	–	–	–	✻					8	D/P
AUDI A7	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Four **Length** 4969-5012mm **Width** 1911mm **Height** 1419mm **Ground Clearance** NA **Boot** 535 litres **Tank** 65-75 litres **Kerb Weight** 1770-1995kg																									
A7 Sportback (Diesel)	101.91	86.89**	NA	NA	NA	39.0	–	–	–	–	–	–	–	245	51	6.67	4.39	5.31	–	✻					6	D/P
RS-7 Sportback (Petrol)	130.71	128.75**	NA	NA	NA	–	–	–	–	–	–	–	–	553	71.4	–	–	–	–	✻					6	D/P
MERCEDES CLS-CLASS	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Rear **Length** 4937mm **Width** 1881mm **Height** 1418mm **Ground Clearance** NA **Boot** 475/– **Tank** 80 litres **Kerb Weight** 1850kg																									
CLS 250 CDI (Diesel)	86.37	98.46	87.87	94.09	97.80	–	–	–	–	–	–	–	–	201	50.98	–	–	–	–	✻					8	D/P
PORSCHE PANAMERA	**Doors** 5 **Seats** 4 **Engine/Drive** Front/Rear **Length** 4970mm **Width** 1931mm **Height** 1418mm **Ground Clearance** NA **Boot** 445 litres **Tank** 80 litres **Kerb Weight** 1770-1970kg																									
Panamera (Petrol)	117.00**	114.87**	120.19**	NA	119.09**	69.0	–	–	–	–	–	–	–	310	40.8	–	–	–	–	✻					8	D/P
Panamera 4 (Petrol)	119.50**	117.32**	122.76**	NA	121.62**	–	–	–	–	–	–	–	–	310	40.8	–	–	–	–	✻					8	D/P
Panamera (Diesel)	116.10**	113.98**	119.26**	NA	118.18**	–	–	–	–	–	–	–	–	250	56	6.62	4.11	4.79	–	✻					8	D/P
Panamera GTS (Petrol)	150.00**	147.27**	154.09**	NA	152.67**	–	–	–	–	–	–	–	–	440	53	–	–	–	–	✻					8	D/P
Panamera Turbo (Petrol)	185.00**	181.63**	190.04**	NA	188.29**	105.0	–	–	–	–	–	–	–	520	71.4	–	–	–	–	✻					8	D/P
Panamera Turbo S (Petrol)	233.00**	228.75**	239.35**	NA	237.14**	–	–	–	–	–	–	–	–	570	76.5	–	–	–	–	✻					8	D/P
MERCEDES S-CLASS	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Rear **Length** 5246mm **Width** 1899mm **Height** 1494mm **Ground Clearance** NA **Boot** 530/– **Tank** 80 litres **Kerb Weight** 2200kg																									
S350 L (Diesel)	131.32	137.72	130.65	139.33	144.85	–	–	–	–	–	–	–	–	255	63.2	–	–	–	–	✻					8	D/P
S500 L (Petrol)	163.10	205.25	165.58	176.92	183.95	65.0	–	–	–	4.95	7	–	478	453	71.3	5.54	3.54	3.84	250	✻					8	D/P
JAGUAR XF	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Four **Length** 4961mm **Width** 1877mm **Height** 1460mm **Ground Clearance** NA **Boot** 500 litres **Tank** 70 litres **Kerb Weight** 1820kg																									
XF 2.0 (Petrol)	57.95	60.82	NA	61.42	NA	–	–	–	–	–	–	–	–	237	34.7	8.65	5.54	5.98	–	✻					6	D/P
XF 2.2 Executive Edition (Diesel)	55.18	57.60	NA	57.16	NA	–	–	–	–	–	–	–	–	187	45.8	9.24	5.79	7.08	–	✻					6	D/P

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
			Y/Y	–	No	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes			Yes
Kerb Weight 1470-1755kg																A4
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
																C-CLASS
			N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
																S60
			Y/Y	–	Yes	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes			No
			Y/Y	–	Yes	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes			No
			Y/Y	–	Yes	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes			No
			Y/Y	–	Yes	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes			No
Kerb Weight 1420-1575kg																320d
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
Kerb Weight 1720-2025kg																A6
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
																E-CLASS
			N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
																S80
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
Kerb Weight 1795kg																520d
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			No
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
																A8
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
																A7
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
																CLS-CLASS
			Y/N	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
																PANAMERA
			N/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes			Yes
			N/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes			Yes
			N/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes			Yes
			N/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes			Yes
			N/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes			Yes
			N/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes			Yes
																S-CLASS
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
			Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
																XF
			Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			Yes
			Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			Yes

MAHINDRA BOLERO ★★★★★

You'll like Refined motor, feels tough. **You won't** Flawed ergonomics, cramped interiors. **We say** Marginally improved but still feels crude. **Buy** SLX.

HYUNDAI CRETA ★★★★★

You'll like Feels light and energetic to drive, 1.6 diesel is incredibly smooth. **You won't** High loading lip. **We say** The Creta could very well be the next "go to" SUV in the segment. **Buy** SX+.

FORD ECOSPORT ★★★★★

You'll like Brilliant petrol motor, fun to drive, equipment. **You won't** Narrow cabin, small boot, patchy interior quality. **We say** A new benchmark in the compact SUV segment. **Buy** Diesel Trend.

RENAULT DUSTER ★★★★★

You'll like Brilliant ride, practicality. **You won't** Cabin quality, doesn't feel premium enough. **We say** Well-rounded and practical SUV for urban buyers. **Buy** 108 bhp diesel RxL.

FIAT AVVENTURA ★★★★★

You'll like Great ride quality, good ground clearance. **You won't** Awkward riding position. **We say** A genuine crossover and it's supremely stylish too. **Buy** Multijet Dynamic.

MAHINDRA SCORPIO ★★★★★

You'll like Ride and handling, plenty of new kit. **You won't** Notchy gearbox, poor ergonomics. **We say** More comfortable, better equipped and much nicer to drive. **Buy** S10.

NISSAN TERRANO ★★★★★

You'll like Build quality, ride and quality. **You won't** Poor ergonomics. **We say** The Terrano steers and drives with the precision of a saloon or a hatchback. **Buy** XV.

TATA SAFARI ★★★★★

You'll like Space, comfort, cruising ability. **You won't** Quality niggles, braking cause of worry. **We say** Comfy cruiser that now has a more powerful and efficient diesel engine. **Buy** DiCOR EX 4x2.

TATA SAFARI STORME ★★★★★

You'll like Good ride, comfort, spacious cabin. **You won't** Third row jump seats, top heavy dynamics. **We say** Improved in many ways but fundamentally an SUV that's well passed its time. **Buy** VX 4x2.

MAHINDRA XUV500 ★★★★★

You'll like Improved cabin, long list of features. **You won't** Notchy gearbox, steering kickback. **We say** Still has some rough edges but is much improved. **Buy** W10.

MODEL BY MODEL PREMIUM LUXURY SALOON TO MPV's

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
KEY TO VERDICT ★★★★★ Outstanding ★★★★★ Very good ★★★★★ Good ★★★★★ Reasonable ★★★★★ Poor	** indicates Ex-showroom price O indicates Optional Indian Driving Cycle figures as per ARAI standards																									
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
XF 2.2 Luxury (Diesel)	59.60	62.26	NA	61.81	NA	–	–	–	–	–	–	–	–	187	45.8	9.24	5.79	7.08	–	❄					6	D/P
XF 3.0 (Diesel)	69.33	72.52	59.98	71.89	NA	–	–	–	–	8.5	13.0	13.5	752	270	61.2	7.34	5.14	5.51	250	❄					6	D/P
XFR 5.0 (Petrol)	NA	NA	NA	NA	NA	–	–	–	–	–	–	–	–	503	63.7	–	–	–	–	❄					6	D/P
JAGUAR XJ	**Doors** 4 **Seats** 5 Engine/Drive Front/Four **Length** 5252mm **Width** 1899mm **Height** 1457mm **Ground Clearance** NA **Boot** 520 litres **Tank** 82 litres **Kerb Weight** 1773-1813kg																									
2.0 Premium Luxury (Petrol)	134.56	148.93	NA	NA	NA	–	–	–	–	–	–	–	–	237	34.7	8.65	5.54	5.98	–	❄					6	D/P
2.0 Portfolio (Petrol)	110.48	116.28	NA	NA	NA	–	–	–	–	–	–	–	–	237	34.7	–	–	–	–	❄					6	D/P
3.0 Premium Luxury (Diesel)	111.57	116.88	NA	115.96	NA	–	–	–	–	–	–	–	–	271	61.2	8.52	4.41	5.77	–	❄					6	D/P
3.0 Portfolio (Diesel)	120.11	125.88	NA	124.77	NA	–	–	–	–	–	–	–	–	271	61.2	8.52	4.41	5.77	–	❄					6	D/P
BMW 6 SERIES	**Doors** 2 **Seats** 4 **Engine/Drive** Front/Rear **Length** 4894-5011mm **Width** 1894-1899mm **Height** 1369-1393mm **Ground Clearance** 123mm **Boot** 450/- **Tank** 70 litres **Kerb Weight** 1845-2015																									
640d Eminence (Diesel)	NA	144.90**	129.49	140.00**	NA	–	–	–	–	–	–	–	–	309	64.2	6.07	3.73	4.35	250	❄					6	D/P
640d Pure Design Exp (Diesel)	NA	121.90**	137.36	NA	NA	–	–	–	–	–	–	–	–	309	64.2	6.07	3.73	4.35	250	❄					6	D/P
M6 Gran Coupe (Petrol)	175.40**	NA	202.66	NA	NA	–	–	–	–	–	–	–	–	552	69.3	–	–	–	–	❄					6	D/P
BMW 7 SERIES	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Rear **Length** 5212mm **Width** 2134mm **Height** 1478mm **Ground Clearance** NA **Boot** 500/– **Tank** 82 litres **Kerb Weight** 1980kg																									
730 Ld (Diesel)	107.29	126.97	104.32	126.55	131.46	57.0	–	–	–	6.5	10.8	–	709	255	57	6.61	4.18	5.04	250	❄					8	D/P
Active Hybrid (Petrol)	152.59**	184.16	158.83	NA	171.92	–	–	–	–	–	–	–	–	320	45.8	–	–	–	–	❄					8	D/P
750 Li (Petrol)	139.90**	190.54	164.34	171.32	178.10	29.0	–	–	–	4.1	7.1	8.8	459	450	66.3	6.38	4.45	5.54	250	❄					8	D/P
760 Li (Petrol)	186.90**	254.31	219.41	228.17	237.34	40.2	–	–	–	–	–	–	–	544	76.5	–	–	–	–	❄					8	D/P

SUV/MPV ENTRY

MAHINDRA QUANTO	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Rear **Length** 3985mm **Width** 1850mm **Height** 1880mm **Ground Clearance** 180mm **Boot** 690 litres **Tank** 55 litres **Kerb Weight** 1640kg																									
C2 (Diesel)	7.67	7.92	7.10	7.79	8.16	4.8	–	–	22226	11.4	16.1	17.2	756	98.6	24.5	16.00	12.40	15.28	143	❄	–		–	–	–	–
C4 (Diesel)	8.29	8.57	7.70	8.42	8.83	5.2	–	–	24113	11.4	16.1	17.2	756	98.6	24.5	16.00	12.40	15.28	143	❄				–	–	–
C6 (Diesel)	8.82	9.13	8.35	8.95	9.39	5.6	–	–	25934	11.4	16.1	17.2	756	98.6	24.5	16.00	12.40	15.28	143	❄				–	–	D
C8 (Diesel)	9.39	9.73	8.85	9.53	10.01	6.1	–	–	27747	11.4	16.1	17.2	756	98.6	24.5	16.00	12.40	15.28	143	❄				–	2	D
PREMIER RIO	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Rear **Length** 3970mm **Width** 1570mm **Height** 1730mm **Ground Clearance** 200mm **Boot** 454/– **Tank** 46 litres **Kerb Weight** 1080-1145kg																									
GX (Petrol)	5.11	5.91	4.98**	7.52	NA	–	–	–	–	–	–	–	–	75	10.5	19.39	21.80	39.05	140	❄		–		–	–	–
GLX (Petrol)	6.42	6.41	5.44**	7.85	NA	–	–	–	–	–	–	–	–	75	10.5	19.39	21.80	39.05	140	❄		–		–	–	–
DX (Diesel)	6.94	6.98	NA	8.25	NA	–	–	–	–	13.8	17	–	708	71	18.6	20.26	14.78	17.94	143	❄		–		–	–	–
LX (Diesel)	7.36	7.40	NA	8.69	NA	–	–	–	–	13.8	17	–	708	71	18.6	20.26	14.78	17.94	143	❄		–		–	–	–

UTILITY VEHICLES

TATA SUMO GOLD	**Doors** 5 **Seats** 7/9 **Engine/Drive** Front/Rear **Length** 4258mm **Width** 1700mm **Height** 1925mm **Ground Clearance** 190mm **Boot** NA **Tank** 65 litres **Kerb Weight** NA																									
3.0 CR4 CX (Diesel)	7.71	8.02	7.41	7.93	8.23	–	–	–	25878	9.1	12.06	15.3	687	83	25.5	25.87	18.37	21.15	121	–	–	–	–	–	–	–
3.0 CR4 CX PS (Diesel)	7.91	8.23	6.60	6.48**	6.40**	–	–	–	–	9.1	12.06	15.3	687	83	25.5	25.87	18.37	21.15	121	–	–	–	–	–	–	–
3.0 CR4 LX (Diesel)	8.01	8.29	7.67	8.21	8.59	–	–	–	27139	9.1	12.06	15.3	687	83	25.5	25.87	18.37	21.15	121	❄	–	–	–	–	–	–
3.0 CR4 EX (Diesel)	8.52	8.76	8.10	8.70	9.06	–	–	–	28134	9.1	12.06	15.3	687	83	25.5	25.87	18.37	21.15	121	❄	–	–	–	–	–	–
3.0 CR4 FX (Diesel)	8.50	8.77	8.48	8.63	9.03	–	–	–	29497	9.1	12.06	15.3	687	83	25.5	25.87	18.37	21.15	121	❄	–	–	–	–	–	–
3.0 CR4 GX (Diesel)	9.25	9.55	8.86	9.47	9.82	–	–	–	30665	9.1	12.06	15.3	687	83	25.5	25.87	18.37	21.15	121	❄		–		–	–	–
MAHINDRA BOLERO	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Rear **Length** 4107mm **Width** 1745mm **Height** 1880mm **Ground Clearance** 180mm **Boot** NA **Tank** 60 litres **Kerb Weight** NA																									
Plus Non AC (Diesel)	6.43**	8.18	6.58**	8.06	7.86	–	–	–	–	–	–	15.9	–	62	19.89	–	–	–	–	–	–	–	–	–	–	–
Plus AC (Diesel)	6.80**	8.65	6.96**	8.51	8.83	–	–	–	–	–	–	15.9	–	62	19.89	–	–	–	–	❄	–	–	–	–	–	–
SLE (Diesel)	8.52	9.03	8.66	8.71	8.90	–	–	–	–	–	–	15.9	–	62	19.89	25.61	16.56	24.17	124	❄	–	–	–	–	–	–
SLX (Diesel)	9.10	9.42	8.03	9.14	9.58	–	–	–	–	–	–	15.9	–	62	19.89	25.61	16.56	24.17	124	❄		–		–	–	–
ZLX (Diesel)	9.29	9.64	8.20	9.50	9.78	–	–	–	–	–	–	15.9	–	62	19.89	25.61	16.56	24.17	124	❄		–		–	–	–
TATA MOVUS	**Doors** 5 **Seats** 7/8/9 **Engine/Drive** Front/Rear **Length** 4421mm **Width** 1780-1853mm **Height** 1940mm **Ground Clearance** 180mm **Boot** 150/500 **Tank** 65 litres																									
CX (Diesel)	9.08	9.73	7.23**	9.29	7.06**	–	–	–	–	–	–	13.5	–	118	25.4	17.04	15.13	19.01	141	–	–		–	–	–	–
LX (Diesel)	9.40	10.07	7.51**	9.62	7.34**	–	–	–	–	–	–	13.5	–	118	25.4	17.04	15.13	19.01	141	❄	–		–	–	–	–

MPV's

HONDA MOBILIO	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Front **Length** 4386mm **Width** 1683mm **Height** 1603mm **Ground Clearance** 189mm **Boot** 223 litres **Tank** 42 litres **Kerb Weight** 1131-1246kg																									
E (Petrol)	7.50	8.02	7.90	8.07	8.48	–	–	–	–	–	–	17.3	–	117.3	14.79	11.07	14.27	20.51	150	❄				–	–	–
S (Petrol)	8.65	9.25	9.04	9.25	9.72	–	–	–	–	–	–	17.3	–	117.3	14.79	11.07	14.27	20.51	150	❄				–	–	D
V (Petrol)	10.02	10.73	10.39	10.65	11.15	–	–	–	–	–	–	17.3	–	117.3	14.79	11.07	14.27	20.51	150	❄				–	2	D
V (O) (Petrol)	10.53	11.61	11.21	10.89	12.39	–	–	–	–	–	–	17.3	–	117.3	14.79	11.07	14.27	20.51	150	❄				–	2	D
E (Diesel)	9.22	9.88	9.55	9.80	10.21	–	–	–	–	–	–	24.2	–	98.6	20.39	14.88	14.38	16.61	143	❄				–	–	–
S (Diesel)	10.03	10.76	10.35	10.63	11.12	–	–	–	–	–	–	24.2	–	98.6	20.39	14.88	14.38	16.61	143	❄				–	–	D
V (Diesel)	11.69	12.25	11.66	12.46	12.86	–	–	–	–	–	–	24.2	–	98.6	20.39	14.88	14.38	16.61	143	❄				–	2	D

WHATCAR?

How do I maintain my car?

Read our Buying and Owning section for tips.

	Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
				Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			Yes
				Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			Yes
				Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			Yes
XJ																	
				Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			Yes
				Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			Yes
				Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			Yes
				Y/Y	–	Yes	Yes	Y/Y	Yes	In	Yes	–	Yes	El/Yes			Yes
kg **6 SERIES**																	
				Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
				Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
				Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
7 SERIES																	
				Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
				Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
				Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
				Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes			Yes
QUANTO																	
	–	–	–	–	–	No	No	Y/N	No	Ex	No	–	No	In/No	–	–	No
	–	–	–	–	–	No	No	Y/N	No	Ex	No		No	In/No	–	–	No
	–	–		Y/Y	–	No	Yes	Y/Y	No	Ex	Yes		Yes	El/No	–	–	No
		–		Y/Y	–	No	Yes	Y/Y	No	Ex	Yes		Yes	El/No	–		No
RIO																	
	–	–	–	–		No	No	Y/N	No	Ext	Yes		No	El/No	–	–	No
		–		Y/Y		No	No	Y/N	No	Ext	Yes		Yes	El/No	–	–	No
	–	–	–	–		No	No	Y/N	No	Ext	Yes		No	El/No	–	–	No
		–		Y/Y		No	No	Y/N	No	Ext	Yes		Yes	El/No	–	–	No
SUMO GOLD																	
	–	–	–	–	–	No	No	N/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	N/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	N/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	N/N	No	Ex	No	–	No	In/No	–	–	No
	–	–	–	–	–	No	No	N/N	Yes	Ex	No	–	No	In/No	–	–	No
	–	–		N/Y	–	No	Yes	Y/N	Yes	Ex	Yes		No	In/No	–	–	No
BOLERO																	
	–	–	–	–		Yes	No	Y/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–		Yes	No	Y/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–		Yes	No	Y/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–		N/Y		Yes	No	Y/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–		N/Y		Yes	No	Y/N	No	Ex	No		No	Ex/No	–	–	No
Kerb Weight 1940kg **MOVUS**																	
	–	–	–	–		No	No	N/N	No	Ex	No	–	No	In/No	–	–	No
	–	–	–	–		No	No	N/N	No	Ex	No	–	No	In/No	–	–	No
MOBILIO																	
	–	–	–	–		No	No	Y/Y	No	In	No	–	No	In/No	–	–	No
	–	–		Y/Y		No	No	Y/Y	Yes	In	Yes	–	No	El/No	–	–	No
		–		Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/No	–	–	No
		–		Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/No	–	–	Yes
	–	–	–	–		No	No	Y/Y	No	In	No	–	Yes	In/No	–	–	No
	–	–		Y/Y		No	No	Y/Y	Yes	In	Yes	–	No	El/No	–	–	No
		–		Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/No	–	–	No

FORCE ONE ★★★★★

You'll like Strong engine, unmatched cabin space. **You won't** Dated looks, overall quality. **We say** A decent start by Force, but rough around the edges. **Buy** SX.

TOYOTA FORTUNER ★★★★★

You'll like Rugged appeal, peppy performance (A/T), smooth gearshifts, tough build. **You won't** Lumpy low speed ride, engine noisy at speed. **We say** Auto transmission adds convenience to well-rounded Fortuner package. **Buy** 4WD.

FORD ENDEAVOUR ★★★★★

You'll like Equipment levels, better value. **You won't** Bumpy ride, no manual on the 3.0 litre engine. **We say** Well equipped and a lot more cost effective. **Buy** 3.0L 4x4.

ISUZU MU-7 ★★★★★

You'll like Strong engine, acres of room inside. **You won't** Expensive, tiny dealer network. **We say** No-nonsense SUV, but expensive for what you get. **Buy** 4x2 M/T.

SKODA YETI ★★★★★

You'll like Fun to drive, equipment and build. **You won't** No petrol version, price. **We say** A premium compact SUV that is brilliant to drive. **Buy** Elegance 4x4.

MITSUBISHI PAJERO SPORT ★★★★★

You'll like Comfortable ride, strong and smooth engine, quality interiors. **You won't** Plenty of body roll, no automatic option. **We say** A pedigreed SUV that's good enough to shake up the competition. **Buy** 2.4 Di-D.

SSANGYONG REXTON ★★★★★

You'll like Fantastic cabin quality, Auto is loaded with features, tough build. **You won't** Noisy engine, slow auto 'box, dull to drive. **We say** First SsangYong for India offers Mahindra-typical good value. **Buy** Auto.

HYUNDAI SANTA FE ★★★★★

You'll like Excellent space, good seats, loads of kit. **You won't** Pricey. **We say** If there is one thing that stands in the way of the Santa Fe, it's got to be the badge. **Buy** 4x4.

WHATCAR?

Have a query about your car?

Email us at whatcar@haymarketsac.com

MODEL BY MODEL MPV's TO SUV ENTRY

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
KEY TO VERDICT ★★★★★ Outstanding ★★★★★ Very good ★★★★★ Good ★★★★★ Reasonable ★★★★★ Poor	** indicates Ex-showroom price O indicates Optional Indian Driving Cycle figures as per ARAI standards																									
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
V (O) (Diesel)	12.21	13.05	12.41	13.25	13.53	–	–	–	–	–	–	24.2	–	98.6	20.39	14.88	14.38	16.61	143	❄	◀/▶	✣	⊶/⊷	–	2	D
RS (Diesel)	12.95	13.57	12.93	13.89	14.24	–	–	–	–	–	–	24.2	–	98.6	20.39	14.88	14.38	16.61	143	❄	◀/▶	✣	⊶/⊷	–	2	D
RS (O) (Diesel)	13.45	14.37	13.67	14.68	14.91	–	–	–	–	–	–	24.2	–	98.6	20.39	14.88	14.38	16.61	143	❄	◀/▶	✣	⊶/⊷	–	2	D
TATA ARIA	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Rear **Length** 4780mm **Width** 1895mm **Height** 1780mm **Ground Clearance** 200mm **Boot** NA **Tank** 60 litres **Kerb Weight** 1990kg																									
Pure LX 4x2 (Diesel)	12.41	12.69	11.37	12.64	11.97	–	–	–	41381	–	–	–	–	148	32.6	–	–	–	–	❄	◀/▶	✣	⊶/⊷	–	–	–
Pleasure 4x2 (Diesel)	14.90	15.42	14.55	15.39	15.03	9.5	–	–	53904	–	–	–	–	148	32.6	–	–	–	–	❄	◀/▶	✣	⊶/⊷	–	2	D
Pride 4x4 (Diesel)	18.23	18.78	17.30	18.85	18.37	10.7	–	–	66600	9.8	13.8	15.05	708	148	32.6	14.79	12.48	14.85	–	❄	◀/▶	✣	⊶/⊷	★	6	D
CHEVROLET ENJOY	**Doors** 5 **Seats** 7/8 **Engine/Drive** Front/Rear **Length** 4305mm **Width** 1680mm **Height** 1750mm **Ground Clearance** 165mm **Boot** 195-630 litres **Tank** 50 litres																									
1.4 LS 8-seater (Petrol)	7.15	7.58	7.13	6.20**	6.77	–	–	–	–	–	–	13.7	–	99	13.3	14.89	12.88	20.27	165	❄	◀/▶	–	⊶	–	–	–
1.4 LS 7-seater (Petrol)	7.18	7.61	7.16	6.24**	6.92	–	–	–	–	–	–	13.7	–	99	13.3	14.89	12.88	20.27	165	❄	◀/▶	–	⊶	–	–	–
1.4 LT 7-seater (Petrol)	7.84	8.31	7.82	6.80**	7.54	–	–	–	–	–	–	13.7	–	99	13.3	14.89	12.88	20.27	165	❄	◀/▶	✣	⊶/⊷	★	–	D
1.4 LTZ 7-seater (Petrol)	8.78	9.30	8.77	7.65**	8.43	–	–	–	–	–	–	13.7	–	99	13.3	14.89	12.88	20.27	165	❄	◀/▶	✣	⊶/⊷	★	2	D
1.3 TCDi LS 8-seater (Diesel)	8.74	9.28	8.59	7.54**	8.13	–	–	–	–	12.3	16	18.2	707	73.7	17.6	21.36	14.38	18.76	147	❄	◀/▶	–	⊶	–	–	–
1.3 TCDi LS 7-seater (Diesel)	8.77	9.32	8.62	7.58**	8.30	–	–	–	–	12.3	16	18.2	707	73.7	17.6	21.36	14.38	18.76	147	❄	◀/▶	–	⊶	–	–	–
1.3 TCDi LT 7-seater (Diesel)	9.31	9.89	9.16	8.04**	8.62	–	–	–	–	12.3	16	18.2	707	73.7	17.6	21.36	14.38	18.76	147	❄	◀/▶	✣	⊶/⊷	★	–	D
1.3 TCDi LTZ 7-seater (Diesel)	10.15	10.77	9.98	8.78**	8.80	–	–	–	–	12.3	16	18.2	707	73.7	17.6	21.36	14.38	18.76	147	❄	◀/▶	✣	⊶/⊷	★	2	D
MARUTI ERTIGA	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Front **Length** 4265mm **Width** 1695mm **Height** 1685mm **Ground Clearance** 185mm **Boot** 185-735 litres **Tank** 45 litres																									
LXi (Petrol)	6.67	7.35	6.88	7.29	7.57	–	–	–	17392	10.2	14.8	16	562	93.7	13.2	13.56	12.58	17.39	158	❄	–	✣	–	–	–	–
LXi (CNG)	7.55	7.71	6.89**	6.87**	6.85**	–	–	–	19141	–	–	22.8	–	93.7	13.2	–	–	–	–	❄	–	✣	–	–	–	–
VXi (Petrol)	7.73	8.18	7.65	8.09	8.67	–	–	–	19332	10.2	14.8	16	562	93.7	13.2	13.56	12.58	17.39	158	❄	◀/▶	✣	⊶/⊷	–	–	–
VXi ABS (Petrol)	7.82	8.28	7.74	8.18	8.76	–	–	–	–	10.2	14.8	16	562	93.7	13.2	13.56	12.58	17.39	158	❄	◀/▶	✣	⊶/⊷	–	–	–
VXi (CNG)	8.40	8.59	7.68**	7.66**	7.64**	–	–	–	20568	–	–	22.8	–	93.7	13.2	–	–	–	–	❄	◀/▶	✣	⊶/⊷	–	–	–
ZXi (Petrol)	8.63	9.09	8.53	9.01	9.65	–	–	–	20972	10.2	14.8	16	562	93.7	13.2	13.56	12.58	17.39	158	❄	◀/▶	✣	⊶/⊷	–	2	D
LDi (Diesel)	8.57	9.14	8.45	8.91	9.57	–	–	–	21245	12.8	16.8	–	666	88.7	20.4	14.28	11.14	14.99	167	❄	–	✣	–	–	–	–
VDi (Diesel)	9.30	9.92	9.15	9.64	10.36	–	–	–	23021	12.8	16.8	–	666	88.7	20.4	14.28	11.14	14.99	167	❄	◀/▶	✣	⊶/⊷	–	–	–
ZDi (Diesel)	10.05	10.66	9.87	10.39	11.16	–	–	–	24141	12.8	16.8	–	666	88.7	20.4	14.28	11.14	14.99	167	❄	◀/▶	✣	⊶/⊷	–	2	D
NISSAN EVALIA	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Front **Length** 4400mm **Width** 1700mm **Height** 1860mm **Ground Clearance** 180mm **Boot** NA **Tank** 55 litres **Kerb Weight** 1446kg																									
XE (Diesel)	10.16	10.91	10.45	10.58	11.31	–	–	–	–	–	–	10.4	–	84	20.4	–	–	–	–	❄	–	✣	–	–	–	–
XE Plus (Diesel)	10.67	11.53	11.05	11.19	11.96	–	–	–	–	–	–	10.4	–	84	20.4	–	–	–	–	❄	–	✣	–	–	2	–
XL (Diesel)	11.33	12.59	11.99	12.66	13.33	–	–	–	–	–	–	10.4	–	84	20.4	–	–	–	–	❄	▶	✣	⊶/⊷	–	2	–
XL Option (Diesel)	12.00	12.89	12.28	12.97	13.66	–	–	–	–	–	–	10.4	–	84	20.4	–	–	–	–	❄	▶	✣	⊶/⊷	–	2	–
XV (Diesel)	12.49	13.41	12.78	13.49	14.21	–	–	–	–	–	–	10.4	–	84	20.4	–	–	–	–	❄	▶	✣	⊶/⊷	–	2	–
XV Option (Diesel)	12.79	13.71	13.07	13.80	14.54	–	–	–	–	–	–	10.4	–	84	20.4	–	–	–	–	❄	▶	✣	⊶/⊷	–	2	–
SVD Premium (Diesel)	14.61	14.57	13.91	NA	15.46	–	–	–	–	–	–	10.4	–	84	20.4	–	–	–	–	❄	▶	✣	⊶/⊷	–	2	–
TOYOTA INNOVA	**Doors** 5 **Seats** 7/8 **Engine/Drive** Front/Rear **Length** 4585mm **Width** 1760mm **Height** 1760mm **Ground Clearance** 176mm **Boot** 758/1128 **Tank** 55 litres **Kerb Weight** 1585-1660kg																									
2.5 E 7-Seater (Diesel)	12.74	12.19	9.45**	9.92	10.52	–	–	–	39120	10.3	13.8	–	662	102	20.4	17.5	14.39	19.5	146	–	–	✣	–	–	2	–
2.5 E 8-Seater (Diesel)	12.79	12.14	9.41**	9.87	10.48	–	–	–	39071	10.3	13.8	–	662	102	20.4	17.5	14.39	19.5	146	–	–	✣	–	–	2	–
2.5 G 7-Seater (Diesel)	14.75	15.49	NA	15.40	15.76	–	–	–	40865	10.3	13.8	–	662	102	20.4	17.5	14.39	19.5	146	❄	◀/▶	✣	⊶/⊷	–	2	–
2.5 G 8-Seater (Diesel)	14.80	15.54	10.75**	15.45	15.82	–	–	–	41132	10.3	13.8	–	662	102	20.4	17.5	14.39	19.5	146	❄	◀/▶	✣	⊶/⊷	–	2	–
2.5 GX 7-Seater (Diesel)	15.40	16.14	11.74**	16.11	16.45	10.0	–	–	45829	10.3	13.8	–	662	102	20.4	17.5	14.39	19.5	146	❄	◀/▶	✣	⊶/⊷	–	2	D
2.5 GX 8-Seater (Diesel)	15.46	16.19	11.78**	16.17	16.51	10.0	–	–	46099	10.3	13.8	–	662	102	20.4	17.5	14.39	19.5	146	❄	◀/▶	✣	⊶/⊷	–	2	D
2.5 VX 7-Seater (Diesel)	17.75	18.59	13.62**	18.54	18.87	11.5	–	–	52869	10.3	13.8	–	662	102	20.4	17.5	14.39	19.5	146	❄	◀/▶	✣	⊶/⊷	–	2	D
2.5 VX 8-Seater (Diesel)	17.81	18.65	13.66**	18.60	18.93	11.5	–	–	53135	10.3	13.8	–	662	102	20.4	17.5	14.39	19.5	146	❄	◀/▶	✣	⊶/⊷	–	2	D
2.5 ZX 7-Seater (Diesel)	18.56	19.43	17.03**	19.36	19.74	–	–	–	–	10.3	13.8	–	662	102	20.4	17.5	14.39	19.5	146	❄	◀/▶	✣	⊶/⊷	–	2	D
RENAULT LODGY	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Front **Length** 4498mm **Width** 1751mm **Height** 1697mm **Ground Clearance** 174mm **Boot** 207/1861 **Tank** 50 litres **Kerb Weight** 1299-1368kg																									
Standard 85 PS (Diesel)	9.50	10.00	9.81	9.75	10.16	–	–	–	–	–	–	–	–	84	24	–	–	–	–	❄	◀/▶	✣	–	–	–	–
RxE 85 PS (Diesel)	10.40	11.08	10.73	10.63	11.12	–	–	–	–	–	–	–	–	84	24	–	–	–	–	❄	◀/▶	✣	⊶/⊷	–	–	–
RxL 85 PS (Diesel)	11.08	11.90	11.42	11.34	11.84	–	–	–	–	–	–	–	–	84	24	–	–	–	–	❄	◀/▶	✣	⊶/⊷	–	1	–
RxZ 85 PS (Diesel)	12.95	13.49	12.92	13.21	13.76	–	–	–	–	–	–	–	–	84	24	–	–	–	–	❄	◀/▶	✣	⊶/⊷	★	2	D
RxL 110 PS (Diesel)	12.02	12.51	12.00	12.24	12.77	–	–	–	–	–	–	–	–	108	25	–	–	–	–	❄	◀/▶	✣	⊶/⊷	–	1	–
RxZ 110 PS (8 seater) (Diesel)	13.65	14.22	13.61	12.94	14.44	–	–	–	–	–	–	–	–	108	25	–	–	–	–	❄	◀/▶	✣	⊶/⊷	★	2	D
RxZ 110 PS (7 seater) (Diesel)	14.00	14.58	13.96	14.33	14.86	–	–	–	–	–	–	–	–	108	25	–	–	–	–	❄	◀/▶	✣	⊶/⊷	★	2	D
RxZ Stepway 110 PS (8 seater) (D)	14.05	14.10	14.19	14.37	14.14	–	–	–	–	–	–	–	–	108	25	–	–	–	–	❄	◀/▶	✣	⊶/⊷	★	2	D
RxZ Stepway 110 PS (7 seater) (D)	14.40	14.40	14.54	13.31	14.50	–	–	–	–	–	–	–	–	108	25	–	–	–	–	❄	◀/▶	✣	⊶/⊷	★	2	D
MAHINDRA XYLO	**Doors** 5 **Seats** 7/8 **Engine/Drive** Front/Rear **Length** 4520mm **Width** 1850mm **Height** 1895mm **Ground Clearance** 186mm **Boot** – **Tank** 55 litres **Kerb Weight** 1830kg																									
D2 MAXX (Diesel)	9.19	9.35	8.59	9.36	9.57	–	–	–	30113	–	–	14.88	–	95	22	–	–	–	–	❄	–	✣	–	–	–	–
D2 (Diesel)	9.42	9.59	8.19	9.30	9.75	5.1	–	–	30113	–	–	14.88	–	95	22	–	–	–	–	❄	–	✣	–	–	–	–
D4 (Diesel)	9.89	10.09	8.61	9.79	10.33	5.4	–	–	31607	–	–	14.88	–	95	22	–	–	–	–	❄	◀/▶	✣	⊶	–	–	–
H4 (Diesel)	10.43	10.65	10.18	10.21	10.89	–	–	–	32894	10.1	14.4	14.0	673	120	28	12.97	10.56	12.54	161	❄	◀/▶	✣	⊶	–	–	–
H4 ABS (Diesel)	10.70	10.92	10.46	10.49	11.19	–	–	–	34829	10.1	14.4	14.0	673	120	28	12.97	10.56	12.54	161	❄	◀/▶	✣	⊶	–	–	–
H8 ABS (Diesel)	12.25	12.14	11.30	12.14	12.76	–	–	–	36623	10.1	14.4	14.0	673	120	28	12.97	10.56	12.54	161	❄	◀/▶	✣	⊶/⊷	–	–	D
H8 ABS Airbag (Diesel)	12.71	12.71	11.75	12.59	13.24	–	–	–	38012	10.1	14.4	14.0	673	120	28	12.97	10.56	12.54	161	❄	◀/▶	✣	⊶/⊷	–	2	D
H9 (Diesel)	13.71	13.73	12.70	13.76	14.30	–	–	–	40926	10.1	14.4	14.0	673	120	28	12.97	10.56	12.54	161	❄	◀/▶	✣	⊶/⊷	★	2	D

PICK-UPs

MAHINDRA GETAWAY	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Rear **Length** 5098mm **Width** 1770mm **Height** 1874mm **Ground Clearance** 210mm **Boot** 1540 **x** 780mm (Load width x load height)																									
Getaway 2WD (Diesel)	NA	7.64**	8.12**	8.03**	10.13	6.0	–	–	–	9.1	11.4	–	615	115	28.3	18.17	15.01	19.03	147	❄	◀/▶	✣	⊶/⊷	–	–	–
Getaway 4WD (Diesel)	NA	8.59**	9.12**	9.02**	11.31	6.2	–	–	–	9.1	11.4	–	615	115	28.3	18.17	15.01	19.03	147	❄	◀/▶	✣	⊶/⊷	–	–	–
TATA XENON XT	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Rear/Four **Length** 5125mm **Width** 1860mm **Height** 1833mm **Ground Clearance** 200mm **Boot** NA **Tank** 65 litres **Kerb Weight** 1860-1990kg																									
EX 4X2 (Diesel)	11.37	12.17	8.57**	12.36	12.46	3.6	–	–	30719	9.2	12.9	–	718	138	32.6	14.82	14.98	17.18	161	❄	◀/▶	✣	⊶/⊷	–	–	–
EX 4X4 (Diesel)	12.95	13.50	9.58**	13.61	13.75	4.2	–	–	34175	9.2	12.9	–	718	138	32.6	14.82	14.98	17.18	161	❄	◀/▶	✣	⊶/⊷	–	–	–

SUV ENTRY

HYUNDAI CRETA	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 4270mm **Width** 1780mm **Height** 1630mm **Ground Clearance** NA **Boot** NA **Tank** 55 litres **Kerb Weight** NA																									
1.6 Base (Petrol)	9.75	10.46	9.87	NA	10.57	–	–	–	–	–	–	15.2	–	121.3	15.4	–	–	–	–	❄	◀/▶	✣	⊶/⊷	–	–	–

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
●	–	●	Y/Y	●	Yes	Yes	Y/Y	Yes	In	Yes	●	Yes	El/No	–	–	Yes
●	–	●	Y/Y	●	Yes	Yes	Y/Y	Yes	In	Yes	●	Yes	El/Yes	–	–	No
●	–	●	Y/Y	●	Yes	Yes	Y/Y	Yes	In	Yes	●	Yes	El/Yes	–	–	Yes
ARIA																
–	–	–	N/N	●	Yes	Yes	Y/Y	Yes	In	Yes	●	No	El/No	–	–	No
–	–	●	Y/Y	●	Yes	Yes	Y/Y	Yes	In	Yes	●	Yes	El/No	–	●	No
●	–	●	Y/Y	●	Yes	Yes	Y/Y	Yes	In	Yes	●	Yes	El/Yes	●	●	Yes
Kerb Weight 1273-1345kg																**ENJOY**
–	–	–	–	●	No	No	Y/N	Yes	Ex	No	–	No	In/No	–	–	No
–	–	–	–	–	Yes	No	Y/N	Yes	Ex	No	–	No	In/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/N	Yes	Ex	Yes	●	No	In/No	–	●	No
●	–	●	Y/Y	–	Yes	Yes	Y/N	Yes	Ex	Yes	●	Yes	El/No	–	●	No
–	–	–	–	●	No	No	Y/N	Yes	Ex	No	–	No	In/No	–	–	No
–	–	–	–	–	Yes	No	Y/N	Yes	Ex	No	–	No	In/No	–	–	No
–	–	●	Y/Y	–	Yes	Yes	Y/N	Yes	Ex	Yes	●	No	In/No	–	●	No
●	–	●	Y/Y	–	Yes	Yes	Y/N	Yes	Ex	Yes	●	Yes	El/No	–	●	No
Kerb Weight 1160-1235kg																**ERTIGA**
–	–	–	–	●	No	No	N/Y	No	In	No	–	No	In/No	–	–	No
–	–	–	–	●	No	No	N/Y	No	In	No	–	No	In/No	–	–	No
–	–	●	Y/N	●	Yes	Yes	Y/Y	Yes	Ex	No	–	–	El/No	–	–	No
–	–	●	Y/N	●	Yes	Yes	Y/Y	Yes	Ex	No	–	Yes	El/No	–	–	No
–	–	●	Y/N	●	Yes	Yes	Y/Y	Yes	Ex	No	–	–	El/No	–	–	No
●	–	●	Y/N	●	Yes	Yes	Y/Y	Yes	Ex	Yes	●	Yes	El/No	–	–	No
–	–	–	–	●	No	No	N/Y	No	In	No	–	Yes	In/No	–	–	No
–	–	●	Y/N	●	Yes	Yes	Y/Y	Yes	Ex	No	–	Yes	El/No	–	–	No
●	–	●	Y/N	●	Yes	Yes	Y/Y	Yes	Ex	Yes	●	Yes	El/No	–	–	No
EVALIA																
–	–	–	–	●	No	No	Y/Y	No	In	No	–	Yes	El/No	–	–	No
–	–	●	N/N	●	No	No	Y/Y	No	In	No	–	Yes	El/No	–	–	No
–	–	●	N/Y	●	No	No	Y/Y	Yes	In	No	–	Yes	El/No	–	–	No
–	–	●	N/Y	●	No	No	Y/Y	Yes	In	No	–	Yes	El/No	–	–	No
●	–	●	N/Y	●	No	Yes	Y/Y	Yes	In	Yes	●	Yes	El/No	–	–	Yes
●	–	●	N/Y	●	No	Yes	Y/Y	Yes	In	Yes	●	Yes	El/No	–	–	Yes
●	–	●	N/Y	●	No	Yes	Y/Y	Yes	In	Yes	●	Yes	El/No	–	–	Yes
INNOVA																
–	–	–	–	●	Yes	No	N/N	No	Ex	No	–	No	In/No	–	–	No
–	–	–	–	●	Yes	No	N/N	No	Ex	No	–	No	In/No	–	–	No
–	–	–	–	●	Yes	No	N/N	No	Ex	No	–	No	El/No	–	–	No
–	–	–	–	●	Yes	No	N/N	No	Ex	No	–	No	El/No	–	–	No
–	–	–	–	–	Yes	No	Y/N	Yes	Ex	Yes	●	Yes	El/No	–	–	No
–	–	–	–	●	Yes	No	Y/N	Yes	Ex	Yes	●	Yes	El/No	–	–	No
●	–	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Ex	Yes	●	Yes	El/No	–	–	Yes
●	–	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Ex	Yes	●	Yes	El/No	–	–	Yes
●	–	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Ex	Yes	●	Yes	El/No	–	–	Yes
LODGY																
–	–	–	N/N	●	No	No	N/N	No	In	No	–	Yes	In/No	–	–	No
–	–	–	N/N	●	Yes	No	N/N	Yes	In	No	–	Yes	In/No	–	–	No
–	–	●	Y/Y	●	Yes	No	N/N	Yes	In	No	–	Yes	In/No	–	–	No
●	–	●	Y/Y	●	Yes	Yes	N/Y	Yes	In	Yes	●	Yes	El/Yes	–	●	Yes
–	–	●	Y/Y	●	Yes	No	N/N	Yes	In	No	–	Yes	In/No	–	–	No
●	–	●	Y/Y	●	Yes	Yes	N/Y	Yes	In	Yes	●	Yes	El/Yes	–	●	Yes
●	–	●	Y/Y	●	Yes	Yes	N/Y	Yes	In	Yes	●	Yes	El/Yes	–	●	Yes
●	–	●	Y/Y	●	Yes	Yes	N/Y	Yes	In	Yes	●	Yes	El/Yes	–	●	Yes
●	–	●	Y/Y	●	Yes	Yes	N/Y	Yes	In	Yes	●	Yes	El/Yes	–	●	Yes
XYLO																
–	–	–	–	●	No	No	Y/N	Yes	Ex	No	–	No	In/No	–	–	No
–	–	–	–	●	No	No	Y/N	Yes	Ex	No	–	No	In/No	–	–	No
–	–	–	–	●	No	No	Y/N	Yes	Ex	No	●	No	In/No	–	–	No
–	–	–	–	●	No	No	Y/N	Yes	Ex	No	●	No	In/No	–	–	No
–	–	–	–	●	No	No	Y/N	Yes	Ex	No	●	Yes	In/No	–	–	No
●	–	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Ex	Yes	●	Yes	El/No	–	●	No
●	–	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Ex	Yes	●	Yes	El/No	–	●	No
●	–	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Ex	Yes	●	Yes	El/No	–	●	No
Tank 80 litres **Kerb Weight** 2050kg																**GETAWAY**
–	–	–	–	●	No	Yes	Y/N	Yes	Ex	No	–	No	In/No	–	–	No
–	–	–	–	●	No	Yes	Y/N	Yes	Ex	No	–	No	In/No	–	–	No
XENON XT																
●	–	–	–	●	No	Yes	Y/N	No	Re	Yes	–	Yes	El/No	–	–	No
●	–	–	–	●	No	Yes	Y/N	No	Re	Yes	–	Yes	El/No	–	–	No
CRETA																
–	–	●	Y/Y	●	No	No	Y/N	Yes	Ex	No	–	Yes	In/No	–	–	No

RENAULT KOLEOS ★★★★★

You'll like Loaded with equipment, exceptional ride. **You won't** Turbo lag and lethargic gearbox, limited knee room in the back. **We say** Thoroughly updated and improved in every way. **Buy** 2.0 M/T.

HONDA CR-V ★★★★★

You'll like Comfort, engine, driving dynamics. **You won't** Interior quality, ride over sharp edges. **We say** Improved and better value, but not a huge leap forward. **Buy** M/T.

CHEVROLET CAPTIVA ★★★★★

You'll like Spacious, flexible interiors, ride and handling is better. **You won't** Quality levels still can't match European or Japanese standards. **We say** Best for mild off-road excursions. **Buy** LT.

BMW X3 ★★★★★

You'll like Better looks, more power and quieter engine. **You won't** Firm ride, lag in downshifts, uncomfortable rear seats. **We say** There is no denying that the new X3 is a clever piece of engineering. **Buy** xLine.

LAND ROVER RANGE ROVER EVOQUE ★★★★★

You'll like Stunning looks, high quality interiors. **You won't** Price, more show than go. **We say** Looks brilliant, feels fantastic, but could have been more exciting to drive. **Buy** Prestige.

AUDI Q3 ★★★★★

You'll like Ride-handling balance, smooth powertrain, SUV-like driving position. **You won't** Lifeless steering. **We say** The best small luxury SUV has become better still and without a big bump in the price. **Buy** 35TDI Premium.

MERCEDES-BENZ GLA-CLASS ★★★★★

You'll like Well finished cabin, loaded with features. **You won't** Diesel engine needs more power, limited cabin space. **We say** More practical than sporty, GLA diesel is a very likeable package. **Buy** CDI Sport.

BMW X1 ★★★★★

You'll like Sporty handling, brilliant gearbox. **You won't** Cramped rear, fairly noisy engine. **We say** Posh badge and irresistable package. **Buy** sDrive20d Sport Line.

AUDI Q5 ★★★★★

You'll like Performance, build quality. **You won't** Uninvolving driving experience, excessive road and wind noise. **We say** Much improved and now a much better-rounded product. **Buy** 3.0 TDI.

LAND ROVER FREELANDER2 ★★★★★

You'll like Ride, refinement, off-road capability. **You won't** Price, legroom and boot space (when compared to rivals), dashboard cluttered. **We say** Great to drive and hugely desirable. **Buy** TD4 SE.

MODEL BY MODEL SUV ENTRY

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
KEY TO VERDICT ★★★★★ Outstanding ★★★★★ Very good ★★★★★ Good ★★★★★ Reasonable ★★★★★ Poor	** indicates Ex-showroom price O indicates Optional Indian Driving Cycle figures as per ARAI standards																									
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
1.6 S (Petrol)	10.83	11.72	10.96	11.19	11.75	–	–	–	–	–	–	15.2	–	121.3	15.4	–	–	–	–	❄				–	–	D
1.6 SX+ (Petrol)	12.96	13.67	12.98	13.64	14.11	–	–	–	–	–	–	15.2	–	121.3	15.4	–	–	–	–	❄				–	2	D
1.4 CRDi Base (Diesel)	10.90	11.64	10.80	11.02	11.58	–	–	–	–	–	–	21.3	–	88.7	22.4	–	–	–	–	❄				–	–	–
1.4 CRDi S (Diesel)	12.36	12.91	11.87	12.65	13.09	–	–	–	–	–	–	21.3	–	88.7	22.4	–	–	–	–	❄				–	–	–
1.4 CRDi S+ (Diesel)	13.55	14.16	13.03	13.84	14.37	–	–	–	–	–	–	21.3	–	88.7	22.4	–	–	–	–	❄				–	2	D
1.6 CRDi VGT SX (Diesel)	13.77	14.40	13.25	14.12	14.62	–	–	–	–	–	–	19.6	–	126.2	26.5	–	–	–	–	❄				–	2	D
1.6 CRDi VGT SX+ (Diesel)	15.02	15.72	14.47	15.42	15.97	–	–	–	–	–	–	19.6	–	126.2	26.5	–	–	–	–	❄				–	2	–
1.6 CRDi VGT SX+ A/T (Diesel)	15.91	16.82	15.48	16.51	17.09	–	–	–	–	–	–	17	–	126.2	26.5	–	–	–	–	❄				–	2	–
1.6 CRDi VGT SX (O) (Diesel)	16.09	16.85	15.51	16.54	17.13	–	–	–	–	–	–	19.6	–	126.2	26.5	–	–	–	–	❄				★	6	D
FORD ECOSPORT	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 3999mm **Width** 1765mm **Height** 1708mm **Ground Clearance** 200mm **Boot** 362 litres **Tank** 52 litres **Kerb Weight** NA																									
1.5 Ambiente (Petrol)	7.69	8.67	8.26	8.00	8.49	–	–	–	–	–	–	15.8	–	110	14.2	14.01	–	–	–	❄				–	–	–
1.5 Trend (Petrol)	8.76	9.81	9.37	9.10	9.66	–	–	–	–	–	–	15.8	–	110	14.2	14.01	–	–	–	❄				–	–	D
1.5 Titanium (Petrol)	9.87	11.00	10.53	10.25	10.87	–	–	–	–	–	–	15.8	–	110	14.2	14.01	–	–	–	❄				–	2	D
1.5 Titanium A/T (Petrol)	11.00	12.32	11.72	11.42	12.11	–	–	–	–	–	–	15.6	–	110	14.2	13.54	8.36	11.03	–	❄				–	6	D
1.0 Titanium Ecoboost (Petrol)	10.33	11.52	11.02	10.73	11.38	–	–	–	–	11.8	17	18.9	748	123	17.3	12.54	12.30	15.54	175	❄				–	2	D
1.0 Titanium (O) Ecoboost (Petrol)	10.96	12.29	11.67	11.38	12.06	–	–	–	–	11.8	17	18.9	748	123	17.3	12.54	12.30	15.54	175	❄				★	6	D
1.5 Ambiente (Diesel)	9.10	10.24	9.63	9.35	9.92	–	–	–	–	13.3	18.6	22.7	829	90	20.8	13.72	13.61	17.17	168	❄				–	–	–
1.5 Trend (Diesel)	9.91	11.12	10.46	10.18	10.80	–	–	–	–	13.3	18.6	22.7	829	90	20.8	13.72	13.61	17.17	168	❄				–	–	D
1.5 Titanium (Diesel)	11.03	12.49	11.62	11.32	12.01	–	–	–	–	13.3	18.6	22.7	829	90	20.8	13.72	13.61	17.17	168	❄				–	2	D
1.5 Titanium (O) (Diesel)	12.10	13.16	11.85	12.53	13.08	–	–	–	–	13.3	18.6	22.7	829	90	20.8	13.72	13.61	17.17	168	❄				★	6	D
FIAT AVVENTURA	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 3989mm **Width** 1706mm **Height** 1542mm **Ground Clearance** 205mm **Boot** NA **Tank** 45 litres **Kerb Weight** 1090-1255kg																									
1.4 Fire Active (Petrol)	7.45	7.75	6.95	7.36	8.04	–	–	–	–	10.2	14.6	14.4	558	89	11.6	16.58	14.11	19.53	144	❄				–	–	–
1.4 Fire Dynamic (Petrol)	8.43	8.80	8.16	8.61	9.13	–	–	–	–	10.2	14.6	14.4	558	89	11.6	16.58	14.11	19.53	144	❄				–	–	D
1.3 Multijet Active (Diesel)	8.41	8.80	7.98	9.97	8.98	–	–	–	–	12.8	18.7	20.5	708	91.7	21.3	15.88	12.40	14.23	171	❄				–	–	–
1.3 Multijet Dynamic (Diesel)	9.29	9.73	8.85	9.35	9.93	–	–	–	–	12.8	18.7	20.5	708	91.7	21.3	15.88	12.40	14.23	171	❄				–	–	D
1.3 Multijet Emotion (Diesel)	9.90	10.39	9.40	9.97	10.60	–	–	–	–	12.8	18.7	20.5	708	91.7	21.3	15.88	12.40	14.23	171	❄				–	2	D
RENAULT DUSTER	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 4315mm **Width** 1822mm **Height** 1695mm **Ground Clearance** 205mm **Boot** 475 litres **Tank** 50 litres **Kerb Weight** 1160-1308kg																									
RXE (Petrol)	9.09	9.87	10.03	9.81	9.47	–	–	–	38740	–	–	13.2	–	102	14.8	–	–	–	–	❄				–	–	–
RXL (Petrol)	10.51	10.99	11.53	11.36	10.99	–	–	–	42814	–	–	13.2	–	102	14.8	–	–	–	–	❄				–	–	–
RXE 85 (Diesel)	10.27	10.47	10.81	10.65	10.44	–	–	–	39207	–	–	19.8	–	85	20.4	14.54	12.12	15.37	–	❄				–	–	–
RXL 85 (Diesel)	10.98	12.07	12.02	12.36	11.62	–	–	–	43566	–	–	19.8	–	85	20.4	14.54	12.12	15.37	–	❄				–	–	–
RXL plus 85 (Diesel)	12.13	12.90	12.51	13.21	12.78	–	–	–	–	–	–	19.8	–	85	20.4	14.54	12.12	15.37	–	❄				–	2	–
RXL pack 85 (Diesel)	12.99	13.61	13.54	13.93	12.78	–	–	–	47924	–	–	19.8	–	85	20.4	14.54	12.12	15.37	–	❄				–	2	–
RXL 110 (Diesel)	12.30	13.11	13.38	13.67	13.35	–	–	–	47924	11.8	17	19.6	720	108.5	25.3	11.88	11.03	12.31	184	❄				–	–	–
RXZ 110 (Diesel)	13.31	14.24	14.70	13.76	14.07	–	–	–	51847	11.8	17	19.6	720	108.5	25.3	11.88	11.03	12.31	184	❄				–	2	D
RXZ Plus 110 (Diesel)	13.85	14.85	14.76	15.21	14.65	–	–	–	–	11.8	17	19.6	720	108.5	25.3	11.88	11.03	12.31	184	❄				★	2	D
RXZ pack 110 (Diesel)	13.90	14.90	14.24	15.25	14.72	–	–	–	53154	11.8	17	19.6	720	108.5	25.3	11.88	11.03	12.31	184	❄				★	2	D
RxL 110 PS AWD (Diesel)	13.83	14.88	14.33	15.23	13.98	–	–	–	–	–	–	19.6	–	108.5	25.3	–	–	–	–	❄				–	2	D
RxZ 110 PS AWD (Diesel)	15.21	16.24	16.07	16.62	16.21	–	–	–	–	–	–	19.6	–	108.5	25.3	–	–	–	–	❄				–	2	D
NISSAN TERRANO	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front **Length** 4331mm **Width** 1822mm **Height** 1671mm **Ground Clearance** 205mm **Boot** 475 litres **Tank** 50 litres **Kerb Weight** 1755-1787kg (Gross)																									
XL (Petrol)	11.63	12.15	11.65	12.32	12.96	–	–	–	–	–	–	13	–	102	14.8	–	–	–	–	❄				–	1	D
XE 85 (Diesel)	13.06	12.30	11.59	12.25	12.89	–	–	–	–	–	–	20	–	84	20.4	–	–	–	–	❄				–	1	D
XL 85 (Diesel)	13.38	13.49	12.74	13.47	14.17	–	–	–	–	–	–	20	–	84	20.4	–	–	–	–	❄				–	1	D
XL Plus 85 (Diesel)	13.73	13.84	13.06	13.80	14.52	–	–	–	–	–	–	20	–	84	20.4	–	–	–	–	❄				–	2	D
XL 110 (Diesel)	13.61	14.04	13.27	14.02	14.76	–	–	–	–	11.8	17	19	720	108	25.3	11.88	11.03	12.31	184	❄				–	1	D
XV 110 (Diesel)	15.07	15.15	14.35	15.16	15.96	–	–	–	–	11.8	17	19	720	108	25.3	11.88	11.03	12.31	184	❄				–	2	D
XV Premium 110 (Diesel)	15.15	16.28	14.70	15.52	16.35	–	–	–	–	11.8	17	19	720	108	25.3	11.88	11.03	12.31	184	❄				★	2	D
FORCE MOTORS FORCE ONE	**Doors** 5 **Seats** 6/7 **Engine/Drive** Front/Rear **Length** 4860mm **Width** 1780mm **Height** 1885mm **Ground Clearance** 202-205mm **Boot** 215 litres **Tank** 70 litres **Kerb Weight** 1860kg																									
SX 4x2 6-seater (Diesel)	12.55	13.88	12.10**	13.04	15.44	–	–	–	–	9.8	11.9	–	759	139	32.7	13.38	12.36	16.70	160	❄				★	–	D
SX 4x2 7-seater (Diesel)	12.46	13.79	12.04**	12.93	15.35	–	–	–	–	9.8	11.9	–	759	139	32.7	13.38	12.36	16.70	160	❄				★	–	D
LX 4x4 7-seater (Diesel)	13.77	NA	NA	NA	NA	–	–	–	–	–	–	–	–	139	32.7	–	–	–	–	❄				★	–	D
MAHINDRA SCORPIO	**Doors** 5 **Seats** 5/7/8/9 **Engine/Drive** Front/Rear **Length** 4456mm **Width** 1820mm **Height** 1995mm **Ground Clearance** 180mm **Boot** 820/- **Tank** 60 litres																									
S2 (Diesel) 4x2	10.11	10.37	9.51	9.69	10.52	–	–	–	–	11.1	14	–	–	75	20	–	–	–	–	❄				–	–	–
S4 (Diesel) 4x2	10.79	11.14	10.30	10.42	11.31	–	–	–	–	11.1	14	–	–	118	28.5	–	–	–	–	❄				–	–	–
S4 + (Diesel) 4x2	11.26	11.63	10.38	11.23	11.81	–	–	–	–	11.1	14	–	–	118	28.5	–	–	–	–	❄				–	2	–
S4 + (Diesel) 4x4	12.95	13.00	11.50	12.14	13.56	–	–	–	–	–	–	–	–	118	28.5	–	–	–	–	❄				–	2	–
S6 (Diesel) 4x2	12.54	12.71	11.55	12.24	12.81	–	–	–	–	11.1	14	–	–	118	28.5	–	–	–	–	❄				–	–	–
S6 + (Diesel) 4x2	12.90	13.08	11.86	12.48	13.51	–	–	–	–	11.1	14	–	–	118	28.5	–	–	–	–	❄				–	2	–
S8 (Diesel) 4x2	13.94	14.05	12.78	13.62	14.55	–	–	–	–	11.1	14	–	–	118	28.5	–	–	–	–	❄				–	2	–
S10 (Diesel) 4x2	14.69	15.28	13.49	14.37	15.35	–	–	–	–	11.1	14	–	–	118	28.5	–	–	–	–	❄				–	2	D
S10 (Diesel) 4x4	16.01	16.19	14.72	15.71	16.77	–	–	–	–	–	–	–	–	118	28.5	–	–	–	–	❄				–	2	D
TATA SAFARI	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Four **Length** 4650mm **Width** 1918mm **Height** 1925mm **Ground Clearance** 205mm **Boot** 981 litres **Tank** 65 litres **Kerb Weight** 1920-2170kg																									
2.2 DiCOR LX (4x2) (Diesel)	10.46	10.78	9.75	9.96	10.97	4.8	–	–	27203	8.7	13.1	12.1	700	140	32.6	15.16	13.76	15.96	156	❄				–	–	–
2.2 DiCOR EX (4x2) (Diesel)	12.30	12.35	11.18	11.20	12.85	5.8	–	–	32165	8.7	13.1	12.1	700	140	32.6	15.16	13.76	15.96	156	❄				–	–	D
TATA SAFARI STORME	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Rear/Four **Length** 4655mm **Width** 1965mm **Height** 1922mm **Ground Clearance** 200mm **Boot** NA **Tank** 63 litres **Kerb Weight** 2000-2095kg																									
2.2 LX (4x2) (Diesel)	12.40	13.12	11.08	12.66	12.26	–	–	–	–	10.1	13.2	–	640	148	32.6	14.06	13.37	14.66	168	❄				–	–	–
2.2 EX (4x2) (Diesel)	13.78	14.06	12.07	14.11	14.62	–	–	–	–	10.1	13.2	–	640	148	32.6	14.06	13.37	14.66	168	❄				–	–	D
2.2 VX (4x2) (Diesel)	15.43	15.93	13.96	15.96	16.52	–	–	–	–	10.1	13.2	–	640	148	32.6	14.06	13.37	14.66	168	❄				–	2	D
2.2 VX (4x4) (Diesel)	16.97	17.48	15.31	17.56	18.19	–	–	–	–	10.1	13.2	–	640	148	32.6	14.06	13.37	14.66	168	❄				–	2	D
MAHINDRA XUV500	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Front **Length** 4585mm **Width** 1890mm **Height** 1785mm **Ground Clearance** 200mm **Boot** 93 litres **Tank** 70 litres **Kerb Weight** 1785kg																									
W4 4x2 (Diesel)	13.31	14.06	11.61**	13.58	14.18	–	–	–	–	10.2	14.3	15.1	857	138	33.6	12.34	12.36	13.26	178	❄				–	2	D
W6 4x2 (Diesel)	14.79	15.50	12.83**	15.90	15.66	–	–	–	45034	10.2	14.3	15.1	857	138	33.6	12.34	12.36	13.26	178	❄				–	2	D
W8 4x2 (Diesel)	16.81	17.59	14.58**	17.04	17.83	–	–	–	50193	10.2	14.3	15.1	857	138	33.6	12.34	12.36	13.26	178	❄				★	6	D
W8 AWD (Diesel)	17.75	18.62	15.44**	18.06	18.88	–	–	–	52884	–	–	–	–	138	33.6	–	–	–	–	❄				★	6	D

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
–	–	Y	Y/Y	Y	Yes	Yes	Y/N	Yes	Ex	Yes	–	Yes	El/No	–	–	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/N	Yes	Ex	Yes	Y	Yes	El/Yes	–	Y	Yes
Y	Y	Y	Y/Y	Y	No	No	Y/Y	Yes	Ex	Yes	–	Yes	El/No	–	–	No
–	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	–	Yes	El/No	–	–	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/N	Yes	Ex	Yes	–	Yes	El/No	–	Y	Yes
Y	–	Y	Y/Y	Y	Yes	Yes	Y/N	Yes	Ex	Yes	Y	Yes	El/Yes	–	Y	No
Y	–	Y	Y/Y	Y	Yes	No	Y/N	Yes	Ex	Yes	Y	Yes	El/Yes	–	Y	Yes
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/Yes	–	Y	Yes
Y	–	Y	Y/Y	Y	Yes	Yes	Y/N	Yes	Ex	Yes	Y	Yes	El/Yes	Y	Y	Yes
ECOSPORT																
–	–	Y	Y/Y	–	No	No	Y/N	No	Ex	No	–	No	El/No	–	–	No
–	–	Y	Y/Y	Y	No	No	Y/N	No	Ex	Yes	Y	Yes	El/No	–	–	No
Y	–	Y	Y/Y	Y	No	Yes	Y/Y	No	Ex	Yes	Y	Yes	El/No	–	Y	No
Y	Y	Y	Y/Y	Y	No	Yes	Y/Y	No	Ex	Yes	Y	Yes	El/No	Y	Y	No
Y	–	Y	Y/Y	Y	No	Yes	Y/Y	No	Ex	Yes	Y	Yes	El/No	–	Y	No
Y	–	Y	Y/Y	Y	No	Yes	Y/Y	No	Ex	Yes	Y	Yes	El/No	–	Y	No
–	–	Y	Y/Y	–	No	No	Y/N	No	Ex	No	–	No	El/No	–	–	No
–	–	Y	Y/Y	Y	No	No	Y/N	No	Ex	Yes	Y	Yes	El/No	–	–	No
Y	–	Y	Y/Y	Y	No	Yes	Y/Y	No	Ex	Yes	Y	Yes	El/No	–	Y	No
Y	–	Y	Y/Y	Y	No	Yes	Y/Y	No	Ex	Yes	Y	Yes	El/No	–	Y	No
AVVENTURA																
–	–	–	–	Y	No	No	Y/Y	No	In	No	–	No	In/No	–	–	No
–	–	Y	Y/Y	Y	No	No	Y/Y	No	In	No	–	No	El/No	–	–	No
–	–	–	–	Y	No	No	Y/Y	No	In	No	–	No	In/No	–	–	No
–	–	Y	Y/Y	Y	No	No	Y/Y	No	In	No	–	No	El/No	–	–	No
Y	–	Y	Y/Y	Y	No	Yes	Y/Y	Yes	In	Yes	Y	Yes	El/No	–	–	No
DUSTER																
–	–	–	N/N	Y	No	No	Y/N	No	Ex	No	–	–	In/No	–	–	No
–	–	Y	Y/Y	Y	Yes	Yes	Y/Y	No	Ex	Yes	Y	–	El/No	–	–	No
–	–	–	N/N	Y	No	No	Y/N	No	Ex	No	–	–	In/No	–	–	No
–	–	Y	Y/Y	Y	Yes	Yes	Y/Y	No	Ex	Yes	Y	–	El/No	–	–	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	No	Ex	Yes	Y	Yes	El/No	–	–	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	No	Ex	Yes	Y	Yes	El/No	–	Y	No
–	–	Y	Y/Y	Y	Yes	Yes	Y/Y	No	Ex	Yes	Y	Yes	El/No	–	–	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/No	–	Y	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	No	Ex	Yes	Y	Yes	El/No	–	Y	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/No	–	Y	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/No	–	Y	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/No	–	Y	No
TERRANO																
–	–	Y	Y/Y	Y	Yes	Yes	Y/Y	No	In	Yes	Y	Yes	El/No	–	–	No
–	–	–	–	Y	No	No	Y/Y	No	Re	No	Y	No	In/No	–	–	No
–	–	Y	Y/Y	Y	Yes	Yes	Y/Y	No	Re	Yes	Y	Yes	El/No	–	–	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	No	Re	Yes	Y	Yes	El/No	–	–	No
–	–	Y	Y/Y	Y	Yes	Yes	Y/Y	No	Re	Yes	Y	Yes	El/No	–	–	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Re	Yes	Y	Yes	El/No	–	Y	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Re	Yes	Y	Yes	El/No	–	Y	No
FORCE ONE																
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/Yes	–	Y	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/Yes	–	Y	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/Yes	–	Y	No
Kerb Weight 1750/1820kg(2WD/4WD)																**SCORPIO**
–	–	–	–	Y	No	No	Y/N	Yes	Ex	No	–	No	In/No	–	–	No
–	–	–	–	Y	No	No	Y/N	Yes	Ex	No	–	No	In/No	–	–	No
–	–	–	–	Y	No	No	Y/N	Yes	Ex	No	–	Yes	In/No	–	–	No
–	–	–	–	Y	No	No	Y/N	Yes	Ex	No	–	Yes	In/No	–	–	No
–	–	Y	Y/Y	Y	Yes	No	Y/N	Yes	Ex	Yes	Y	No	In/No	–	–	No
–	–	Y	Y/Y	Y	Yes	No	Y/N	Yes	Ex	Yes	Y	Yes	In/No	–	–	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/N	Yes	Ex	Yes	Y	Yes	El/No	–	Y	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/No	–	Y	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/No	–	Y	No
SAFARI																
–	–	–	–	Y	No	No	Y/N	No	Ex	No	Y	No	El/No	–	–	No
–	–	Y	N/Y	Y	Yes	Yes	Y/N	Yes	Ex	Yes	Y	No	El/No	–	–	No
SAFARI STORME																
–	–	–	N/N	Y	No	No	Y/Y	No	Ex	Yes	–	No	El/No	–	–	No
–	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/No	–	–	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/Yes	–	Y	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	Ex	Yes	Y	Yes	El/Yes	–	Y	No
XUV500																
–	–	Y	Y/Y	Y	Yes	No	Y/N	Yes	El	Yes	Y	Yes	El/No	–	–	No
–	–	Y	Y/Y	Y	Yes	No	Y/Y	Yes	El	Yes	Y	Yes	El/No	–	Y	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	El	Yes	Y	Yes	El/Yes	Y	Y	No
Y	–	Y	Y/Y	Y	Yes	Yes	Y/Y	Yes	El	Yes	Y	Yes	El/Yes	Y	Y	No

TOYOTA LANDCRUISER PRADO ★★★★★

You'll like Go anywhere ability, torquey engine. **You won't** Dull driving experience. **We say** Right image backed-up by a diesel powered engine. **Buy** Prado.

PORSCHE MACAN ★★★★★

You'll like Brilliant to drive, quality interiors, refined engine. **You won't** Lacks road presence, price. **We say** The ultimate SUV you can drive, but at a price. **Buy** Turbo petrol.

VOLVO XC60 ★★★★★

You'll like Superb seats, absorbent ride. **You won't** Not as spacious as rivals. **We say** Grown up just a bit more. **Buy** D5.

BMW X5 ★★★★★

You'll like Performance and handling, overall ride quality. **You won't** Rear-seat thigh support, still no spare wheel. **We say** Fun and practicality put together. **Buy** 30d.

AUDI Q7 ★★★★★

You'll like Imposing presence, high quality interiors. **You won't** Too big for Indian roads, not great off-road, seven-seat option. **We say** Luxury SUV tailor-made for Indian buyers. **Buy** 3.0 TDi.

MERCEDES-BENZ M-CLASS ★★★★★

You'll like Relaxed and refined character, refinement, build quality. **You won't** Lacks agility of rivals, no third row of seats. **We say** Fully loaded and comfortable SUV which is far better value now. **Buy** ML350 CDI.

BMW X6 ★★★★★

You'll like Sports car handling and performance. **You won't** Price, fuel economy, limited range. **We say** If you're looking for a sports car and an SUV, then here's both. **Buy** xDrive40d.

TOYOTA LANDCRUISER LC200 ★★★★★

You'll like Indestructible feel, brilliant V8, excellent refinement. **You won't** Dynamic limitations of ladder chassis, exhorbitant price. **We say** It's hard to replicate the feeling of invincibility the Land Cruiser exudes. **Buy** Std.

LAND ROVER DISCOVERY 4 ★★★★★

You'll like Go-anywhere ability, flexible seating for seven. **You won't** Boxy styling, massive kerb weight, V6 diesel a little unenthusiastic. **We say** Great blend of comfort and off-road ability. **Buy** 3.0 V6 Vogue SE.

PORSCHE CAYENNE ★★★★★

You'll like Goes like no other 4x4. **You won't** Rear seats not as comfy as they should be. **We say** The fastest go-anywhere vehicle. **Buy** Turbo V8 for top performance, Cayenne V6 for value.

MODEL BY MODEL SUV ENTRY TO SUV LUXURY

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
KEY TO VERDICT ★★★★★ Outstanding ★★★★★ Very good ★★★★★ Good ★★★★★ Reasonable ★★★★★ Poor	** indicates Ex-showroom price O indicates Optional Indian Driving Cycle figures as per ARAI standards																									
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
W10 4x2 (Diesel)	17.84	18.58	15.41**	18.02	18.93	–	–	–	–	10.2	14.3	15.1	857	138	33.6	12.34	12.36	13.26	178	❄				★	6	D
W10 AWD (Diesel)	19.00	19.84	16.47**	19.26	20.23	–	–	–	–	–	–	–	–	138	33.6	–	–	–	–	❄				★	6	D
SKODA YETI	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Front/AWD **Length** 4222mm **Width** 1793mm **Height** 1691mm **Ground Clearance** 180mm **Boot** 416/- **Tank** 55-60 litres **Kerb Weight** 1445-1543kg																									
Elegance 4x2 (Diesel)	23.88	24.70	19.51**	24.69	25.61	–	–	–	–	–	–	17.72	–	109	25.5	–	–	–	–	❄				★	6	D/P
Elegance 4x4 (Diesel)	25.84	26.75	21.10**	26.75	27.72	10.0	–	–	–	11.3	16.3	17.67	820	138	32.6	10.78	10.56	13.70	190	❄				★	6	D/P
SUV																										
ISUZU MU-7	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Rear **Length** 4955mm **Width** 1800mm **Height** 1805mm **Ground Clearance** 210 **Boot** NA **Tank** 76 litres **Kerb Weight** 1945kg																									
MU-7 High 4x2 M/T (Diesel)	23.00	27.05	NA	26.07	25.25	–	–	–	–	–	–	–	–	161	36.7	11.72	8.58	13.27	–	❄				★	2	–
MU-7 Premium 4x2 A/T (Diesel)	23.90**	24.83**	NA	28.94	NA	–	–	–	–	–	–	–	–	161	33.9	–	–	–	–	❄				★	2	–
FORD ENDEAVOUR	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Rear **Length** 5060mm **Width** 1788mm **Height** 1826mm **Ground Clearance** 210mm **Boot** –/2055 **Tank** 71 litres **Kerb Weight** 1879-2014kg																									
2.5L 4x2 (Diesel)	25.77	27.88	22.64	27.22	28.20	11.2	–	–	56578	9.3	12.2	–	763	143	33.7	13.89	13.02	19.13	156	❄				★	2	–
3.0L 4x2 (Diesel)	27.59	29.82	24.26	29.12	30.17	12.5	–	–	60397	–	–	–	–	153	38.7	12.32	7.52	9.76	–	❄				★	4	–
3.0L 4x4 (Diesel)	29.84	32.22	26.26	31.46	32.59	13.3	–	–	65141	7.0	10.6	–	624	153	38.7	13.77	9.27*	12.17*	171	❄				★	4	–
TOYOTA FORTUNER	**Doors** 5 **Seats** 7 **Engine/Drive** Rear/Four **Length** 4705mm **Width** 1840mm **Height** 1850mm **Ground Clearance** 220mm **Boot** 200/1000 litres **Tank** 80 litres **Kerb Weight** 1880-1970kg																									
4x2 M/T (Diesel)	28.75	30.26	25.70	29.55	30.37	16.0	–	–	78993	9.3	12.9	12.55	888	168	35	–	–	–	–	❄				★	2	D
4x2 M/T TRD Sportivo (Diesel)	27.10	30.36	26.30	29.76	30.59	–	–	–	79843	–	–	–	–	142	35	–	–	–	–	❄				★	2	D
4x2 A/T (Diesel)	29.91	31.48	26.80	30.74	31.61	–	–	–	81985	7.8	12.7	11.88	820	168	36.7	11.57	7.02	9.38	–	❄				★	2	D
4x2 A/T TRD Sportivo (Diesel)	28.36	31.54	NA	30.94	31.83	–	–	–	82554	–	–	–	–	142	35	–	–	–	–	❄				★	2	D
4x4 M/T (Diesel)	30.29	31.86	27.18	31.12	32.02	–	–	–	83120	9.3	12.9	12.55	888	168	35	12.74	12.43	16.17	174	❄				★	2	D
4x4 A/T (Diesel)	31.44	33.10	27.39**	32.30	33.25	–	–	–	–	–	–	–	–	168	36.7	–	–	–	–	❄				★	2	D
MITSUBISHI PAJERO SPORT	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Four **Length** 4695mm **Width** 1815mm **Height** 1840mm **Ground Clearance** 215mm **Boot** NA **Tank** 70 litres **Kerb Weight** 2065kg																									
4x2 A/T (Diesel)	29.09**	23.55**	23.82**	23.66**	23.82**	–	–	–	–	–	–	–	–	176	35.7	–	–	–	–	❄				★	2	D/P
4x4 M/T (Diesel)	29.44**	23.80**	24.07**	23.91**	24.07**	16.8	–	–	64818	9.5	13	–	787	176	40.8	12.45	12.56	16.04	174	❄				★	2	D/P
MAHINDRA SSANGYONG REXTON	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Four **Length** 4755mm **Width** 1900mm **Height** 1785 - 1840 mm **Ground Clearance** 252mm **Boot** NA **Tank** 78 litres **Kerb Weight** 1986 - 2000kg																									
RX5 MT TOD (Diesel)	23.23	23.04	20.75	22.24	23.53	–	–	–	69776	–	–	12.4	–	162	34.6	–	–	–	180	❄				–	2	D
RX6 MT TOD (Diesel)	26.00	24.37	22.58	26.30	27.96	–	–	–	–	–	–	12.4	–	162	34.6	–	–	–	180	❄				★	6	D
RX7 AT AWD (Diesel)	27.53	27.00	23.06	27.86	29.62	–	–	–	77653	–	–	11.18	–	184	41.0	10.92	6.86	8.66	194	❄				★	6	D
SUV (SOFT ROADERS)																										
CHEVROLET CAPTIVA	**Doors** 5 **Seats** 5+2 **Engine/Drive** Front/Front/AWD **Length** 4673mm **Width** 1870mm **Height** 1755mm **Ground Clearance** 177-176mm **Boot** 465/930 **Tank** 65 litres																									
LT 2WD M/T (Diesel)	28.93	33.05	26.13	28.89	29.27	13.0	–	–	43907	–	–	14.6	–	186	43.2	11.72	11.48	12.45	177	❄				★	6	D/P
LTZ AWD A/T (Diesel)	31.48	35.61	26.13	31.42	31.91	16.2	–	–	47823	8.0	11.1	12.1	620	186	43.2	10.97	6.79	8.71	–	❄				★	6	D/P
HONDA CR-V	**Doors** 5 **Seats** 5 **Engine-Drive** Front-Front/Four **Length** 4545mm **Width** 1820mm **Height** 1685mm **Ground Clearance** 170mm **Boot** 589/- **Tank** 58 litres **Kerb Weight** 1470-1600kg																									
2.0 2WD (MT) (Petrol)	23.25	25.67	23.96	25.18	26.85	7.7	–	–	–	–	–	13.7	–	154	19.3	10.52	12.12	15.42	–	❄				★	6	–
2.0 2WD (AT) (Petrol)	24.38	27.77	25.89	26.29	29.03	–	–	–	–	–	–	13.7	–	154	19.3	–	–	–	–	❄				★	6	D
2.4 AWD (AT) (Petrol)	26.24	28.51	28.41	28.24	31.84	7.0	–	–	–	–	–	12	–	187	23.0	11.13	7.34*	8.40*	–	❄				★	6	D
2.4 AWD (AT) AVN (Petrol)	27.92	30.45	28.25	30.08	31.52	–	–	–	–	–	–	12	–	187	23.0	11.13	7.34*	8.40*	–	❄				★	6	D
RENAULT KOLEOS	**Doors** 4 **Seats** 5 **Engine/Drive** Front/Rear **Length** 4520mm **Width** 1855mm **Height** 1865mm **Ground Clearance** 206mm **Boot** 450 litres **Tank** 65 litres **Kerb Weight** 1692-1794kg																									
2.0 2WD M/T (Diesel)	27.43	29.39	28.07	28.81	26.96	–	–	–	–	–	–	17.15	–	148	32.6	–	–	–	–	❄				–	4	D/P
2.0 4WD M/T (Diesel)	31.10	33.37	31.86	32.70	28.97	–	–	–	–	–	–	16.26	–	171	36.7	–	–	–	–	❄				–	4	D/P
2.0 4WD A/T (Diesel)	32.33	34.70	33.13	34.00	30.35	–	–	–	–	–	–	14.56	–	171	36.7	–	–	–	–	❄				★	6	D/P
HYUNDAI SANTA FE	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Rear **Length** 4690mm **Width** 1880mm **Height** 1690mm **Ground Clearance** 185mm **Boot** NA **Tank** 64 litres **Kerb Weight** NA																									
4x2 (Diesel) M/T	31.21	32.84	30.25	32.25	33.78	–	–	–	–	–	–	–	–	194	42.9	–	–	–	–	❄				★	2	D/P
4x2 (Diesel) A/T	32.62	34.33	31.21	33.70	35.31	–	–	–	–	–	–	–	–	194	44.5	–	–	–	–	❄				★	2	D/P
4x4 (Diesel) A/T	35.04	36.88	33.57	36.21	37.94	–	–	–	–	–	–	–	–	194	44.5	–	–	–	–	❄				★	6	D/P
SUV ENTRY LUXURY																										
RANGE ROVER EVOQUE	**Doors** 5/3 **Seats** 5 **Engine/Drive** Front/Four **Length** 4355mm **Width** 1965mm **Height** 1605-1635mm **Ground Clearance** NA **Boot** 550 litres **Tank** 60 litres **Kerb Weight** 1630-1675kg																									
2.2 Pure 5-door (Diesel)	64.03	59.54	55.37	69.77	NA	–	–	–	86948	–	–	–	–	187	42.8	9.91	7.21	8.41	–	❄				★	7	D/P
2.2 Dynamic 5-door (Diesel)	75.25	63.99	67.98	79.00	NA	–	–	–	101508	–	–	–	–	187	42.8	9.91	7.21	8.41	–	❄				★	7	D/P
2.2 Prestige 5-door (Diesel)	75.66	68.61	78.18	80.01	NA	–	–	–	103312	–	–	–	–	187	42.8	9.91	7.21	8.41	–	❄				★	7	D/P
AUDI Q3	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Four **Length** 4388mm **Width** 1831mm **Height** 1608mm **Ground Clearance** NA **Boot** 460 **Tank** 64 litres **Kerb Weight** 1520-1660kg																									
30TDI S Edition M/T (Diesel)	33.22	34.37	33.18	30.30	NA	–	–	–	–	–	–	–	–	138	32.6	9.99	9.78	12.05	–	❄				★	8	D/P
35TDI Premium (Diesel)	41.07	43.56	40.28	NA	NA	–	–	–	–	10.5	14	–	784	174	38.7	8.35	5.73	6.68	212	❄				★	8	D/P
35TDI Premium Plus (Diesel)	43.72	49.11	45.32	44.34	NA	–	–	–	–	10.5	14	–	784	174	38.7	8.35	5.73	6.68	212	❄				★	8	D/P
BMW X1	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Rear **Length** 4454mm **Width** 1798mm **Height** 1545mm **Ground Clearance** 194mm **Boot** 420/1350 **Tank** 63 litres **Kerb Weight** 1530kg																									
sDrive20d Expedition (Diesel)	35.90	38.38	30.99	35.23	39.54	–	–	–	–	10.5	13.8	17.05	765	181	38.7	8.25	4.78	7.35	205	❄				–	6	D/P
sDrive20d Sport Line (Diesel)	44.08	47.16	40.61	41.04	46.15	–	–	–	–	10.5	13.8	17.05	765	181	38.7	8.25	4.78	7.35	205	❄				–	6	D/P
sDrive20d xLine (Diesel)	44.08	47.16	42.95	41.04	46.15	–	–	–	–	10.5	13.8	17.05	765	181	38.7	8.25	4.78	7.35	205	❄				–	6	D/P
MERCEDES GLA-CLASS	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Rear **Length** 4417mm **Width** 1804mm **Height** 1494mm **Ground Clearance** 183mm **Boot** NA **Tank** 100 litres **Kerb Weight** 1525-1585kg																									
GLA 200 Sport (Petrol)	40.98	43.97	41.94	44.42	46.14	–	–	–	–	–	–	–	–	181	30.6	–	–	–	225	❄				–	7	D/P
GLA 200 CDI Style (Diesel)	38.14	42.65	38.25	40.44	42.01	–	–	–	–	–	–	17.9	–	134	30.6	–	–	–	205	❄				–	7	D/P
GLA 200 CDI Sport (Diesel)	42.92	45.27	42.96	45.52	47.29	–	–	–	–	–	–	17.9	–	134	30.6	–	–	–	205	❄				–	7	D/P
GLA 45 AMG (Petrol)	81.49	94.79	84.35	90.29	93.95	–	–	–	–	–	–	–	–	355	45.8	5.93	3.75	4.51	250	❄				★	7	D/P
SUV LUXURY																										
LAND ROVER FREELANDER2	**Doors** 5 **Seats** 7 **Engine/Drive** Front/Four **Length** 4500mm **Width** 2005mm **Height** 1740mm **Ground Clearance** 210mm **Boot** 755 **Tank** 68 litres **Kerb Weight** 1775kg																									
TD4 S BE (Diesel)	49.05	51.14	NA	48.13	NA	–	–	–	–	8.7	11.9	–	700	148	42.8	11.2	7.02	8.83	181	❄				★	6	D/P
TD4 SE (Diesel)	53.52	55.85	41.54	52.85	NA	–	–	–	109649	8.7	11.9	–	700	148	42.8	11.2	7.02	8.83	181	❄				★	6	D/P
SD4 HSE (Diesel)	60.07	62.75	46.82	59.22	NA	–	–	–	123757	–	–	–	–	187	42.8	9.92	6.23	7.79	–	❄				★	6	D/P
TOYOTA LAND CRUISER PRADO	**Doors** 5 **Seats** 8 **Engine/Drive** Rear/Four **Length** 4760mm **Width** 1880mm **Height** 1880mm **Ground Clearance** 220mm **Boot** 620/– **Tank** 87 litres **Kerb Weight** 2140kg																									
Prado (Diesel)	103.19	115.72	87.36**	86.35**	86.17**	–	–	–	224543	–	–	–	–	170	41.8	–	–	–	–	❄				★	7	D/P
AUDI Q5	**Doors** 5 **Seats** 5 **Engine/Drive** Front/Four **Length** 4629mm **Width** 2089mm **Height** 1653mm **Ground Clearance** 201mm **Boot** 540/1560 **Tank** 75 litres **Kerb Weight** 1865kg																									
30TDI Premium (Diesel)	58.35	62.65	58.00	56.45	NA	–	–	–	–	–	–	14.1	–	170	35.7	11.21	6.60	8.16	–	❄				★	8	D/P

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
	–		Y/Y		Yes	Yes	Y/Y	Yes	El	Yes		Yes	El/Yes			Yes
	–		Y/Y		Yes	Yes	Y/Y	Yes	El	Yes		Yes	El/Yes			Yes
YETI																
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/No			No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/No			No
MU-7																
	–		Y/Y		Yes	Yes	Y/Y	Yes	Ex	Yes		Yes	El/Yes	–	–	Yes
	–		Y/Y		Yes	Yes	Y/Y	Yes	Ex	Yes		Yes	El/Yes	–		Yes
ENDEAVOUR																
	–		N/Y		No	Yes	Y/N	Yes	In	Yes		Yes	El/Yes	–	–	No
	–		N/Y		No	Yes	Y/N	Yes	In	Yes		Yes	El/Yes	–	–	No
	–		N/Y		No	Yes	Y/N	Yes	In	Yes		Yes	El/Yes	–	–	Yes
FORTUNER																
	–		Y/Y		Yes	Yes	Y/Y	Yes	Ex	Yes		Yes	El/Yes	–	–	Yes
	–		Y/Y		Yes	Yes	Y/Y	Yes	Ex	Yes		Yes	El/Yes	–	–	Yes
	–		Y/Y		Yes	Yes	Y/Y	Yes	Ex	Yes		Yes	El/Yes	–	–	Yes
	–		Y/Y		Yes	Yes	Y/Y	Yes	Ex	Yes		Yes	El/Yes	–	–	Yes
	–		Y/Y		Yes	Yes	Y/Y	Yes	Ex	Yes		Yes	El/Yes	–	–	Yes
	–		Y/Y		Yes	Yes	Y/Y	Yes	Ex	Yes		Yes	El/Yes	–	–	Yes
PAJERO SPORT																
			Y/N		Yes	Yes	Y/Y	Yes	Ex	Yes		Yes	El/Yes	–		No
			Y/N		Yes	Yes	Y/Y	Yes	Ex	Yes		Yes	El/Yes	–		No
SSANGYONG REXTON																
	–		Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/Yes	–		No
			Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/Yes			No
Kerb Weight 1820-1910kg																**CAPTIVA**
			Y/Y		Yes	Yes	Y/Y	No	Re	Yes		Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	No	Re	Yes		Yes	El/Yes			No
CR-V																
	–		Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/Yes			Yes
	–		Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/Yes			Yes
	–		Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/Yes			Yes
	–		Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/Yes			Yes
KOLEOS																
	–		Y/Y		Yes	Yes	Y/Y	Yes	El	Yes		Yes	El/Yes	–		No
	–		Y/Y		Yes	Yes	Y/Y	Yes	El	Yes		Yes	El/Yes	–		No
	–		Y/Y		Yes	Yes	Y/Y	Yes	El	Yes		Yes	El/Yes			No
SANTA FE																
	–		Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/Yes	–		Yes
	–		Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/Yes	–		Yes
			Y/Y		Yes	Yes	Y/Y	Yes	In	Yes		Yes	El/Yes			Yes
EVOQUE																
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			Yes
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			Yes
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			Yes
Q3																
			Y/N		No	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			No
			Y/N		No	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			No
			Y/N		No	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			Yes
X1																
			Y/Y		Yes	Yes	Y/Y	No	Re	Yes		Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	No	Re	Yes		Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	No	Re	Yes		Yes	El/Yes			No
GLA-CLASS																
			Y/N		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			Yes
	–		Y/N		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			Yes
			Y/N		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			Yes
			Y/N		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			Yes
FREELANDER2																
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			No
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			Yes
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			Yes
LAND CRUISER PRADO																
			Y/Y		Yes	Yes	Y/Y	Yes	Ex	Yes		Yes	El/Yes			Yes
Q5																
			Y/Y		Yes	Yes	Y/Y	Yes	Re	Yes		Yes	El/Yes			No

LAND ROVER RANGE ROVER ★★★★★

You'll like Waftability, exceptional fit and finish, on- and off-road ability. **You won't** Price. **We say** Everything a Range Rover stands for, only better. **Buy** 3.0 litre.

MERCEDES-BENZ GL-CLASS ★★★★★

You'll like Flexible and spacious interiors, perfect blend of on- and off-road ability, monstrous performance (AMG). **You won't** Boxy looks. **We say** Other SUV's wilt simply looking at the gargantuan GL-class. **Buy**350CDI.

LAND ROVER RANGE ROVER SPORT ★★★★★

You'll like Superb build, comfortable seats. **You won't** Initial hesitation when you floor the throttle (3.0L). **We say** The new Range Rover Sport is an impressive car with a broad range of abilities. **Buy** 3.0 litre.

VOLVO XC90 ★★★★★

You'll like Safety, comfort, interiors, space. **You won't** Isn't very quick. **We say** A soothing alternative to the mainstream German brands. **Buy** Momentum.

MERCEDES-BENZ G-CLASS ★★★★★

You'll like Staggering performance, off-road ability, exclusivity. **You won't** Stratospheric price, dated underpinnings. **We say** Sportscar performance coupled with great off-road capability. **Buy** G63 AMG.

AUDI RS 5 ★★★★★

You'll like Supercar performance, everyday usability. **You won't** Thirst, lifeless steering. **We say** A great combination of ease of use, loads of luxury feel and staggering pace. **Buy** RS 5.

BMW Z4 ★★★★★

You'll like Blistering performance, hard-top practicality. **You won't** Price, cabin is small. **We say** Open top thrills. **Buy** sDrive35i

JAGUAR XK ★★★★★

You'll like Looks, ride, performance. **You won't** Interior room, some poor cabin materials. **We say** The XK is easily the best GT all-rounder on sale. **Buy** XKR-S.

MERCEDES-BENZ SLK-CLASS ★★★★★

You'll like Junior SLS looks, strong performer. **You won't** Fidgety ride, poor steering. **We say** A very successful evolution of its predecessor and also in an AMG version. **Buy** 350.

LAMBORGHINI AVENTADOR ★★★★★

You'll like Massive grunt, visual drama. **You won't** Jerky gearbox, unforgiving ride. **We say** The most extreme car you can buy in India right now. **Buy** LP700-4 Roadster.

MODEL BY MODEL SUV LUXURY TO PERFORMANCE CARS

KEY TO VERDICT
★★★★★ Outstanding
★★★★★ Very good
★★★★★ Good
★★★★★ Reasonable
★★★★★ Poor

** indicates Ex-showroom price
O indicates Optional Indian Driving Cycle figures as per ARAI standards

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
30TDI Premium Plus (Diesel)	60.61	65.08	60.21	59.64	NA	–	–	–	–	–	–	14.1	–	170	35.7	11.21	6.60	8.16	–	❄				★	8	D/P
30TDI Technology (Diesel)	65.89	70.78	65.38	63.06	NA	–	–	–	–	–	–	14.1	–	170	35.7	11.21	6.60	8.16	–	❄				★	8	D/P
45TDI Technology (Diesel)	73.85	60.52**	73.20	NA	NA	–	–	–	–	–	–	13.2	–	245	59	6.54	4.31	5.32	–	❄				★	8	D/P
BMW X3	Doors 5 Seats 5 Engine/Drive Front/Rear Length 4648mm Width 1881mm Height 1661mm Ground Clearance NA Boot 550/1600 litres Tank 67 litres Kerb Weight 1715kg																									
xDrive20d Expedition (Diesel)	55.73	58.31	54.19	55.35	57.63	–	–	–	–	–	–	18.56	–	184	38.7	9.28	5.66	6.99	210	❄				★	6	D/P
xDrive20d xLine (Diesel)	61.46	64.46	59.81	61.34	63.94	–	–	–	–	–	–	18.56	–	184	38.7	9.28	5.66	6.99	210	❄				★	6	D/P
X3 M Sport (Diesel)	59.90**	74.17	67.68	72.86	76.00	–	–	–	–	–	–	–	–	255	57.1	–	–	–	–	❄				★	6	D/P
VOLVO XC60	Doors 5 Seats 5 Engine/Drive Front/Four Length 4644mm Width 1891mm Height 1713mm Ground Clearance 230mm Boot 495 litres Tank 70 litres Kerb Weight 1854-1912kg																									
D4 Kinetic (Diesel)	53.21	61.48	NA	NA	NA	–	–	–	–	–	–	–	–	181	40.8	–	–	–	–	❄				★	8	D/P
D4 Momentum (Diesel)	56.80	65.83	NA	NA	NA	–	–	–	–	–	–	–	–	181	40.8	–	–	–	–	❄				★	8	D/P
D5 Inscription (Diesel)	62.73	70.93	NA	NA	NA	–	–	–	–	9.0	12.2	–	742	215	44.8	9.90	6.43	7.30	198	❄				★	8	D/P

SUV PREMIUM

PORSCHE MACAN	Doors 5 Seats 5 Engine/Drive Front/Four Length 4681mm Width 1923mm Height 1624mm Ground Clearance 230mm Boot 500 litres Tank 60 litres Kerb Weight 1880kg																									
Macan S Diesel	100.00**	98.10**	102.73**	NA	101.78**	–	–	–	–	–	–	–	–	241	59.1	6.70	4.20	5.39	230	❄				★	6	D/P
Macan Turbo Petrol	111.00**	108.98**	114.03**	NA	112.97**	–	–	–	–	–	–	–	–	400	56.1	–	–	–	–	❄				★	6	D/P
PORSCHE CAYENNE	Doors 5 Seats 5 Engine/Drive Front/Four Length 4846mm Width 2155mm Height 1705mm Ground Clearance NA Boot 540/1770 Tank 85-100 litres Kerb Weight 2100-2355kg																									
Cayenne (Diesel)	104.00**	102.10**	106.83**	NA	105.85**	–	–	–	–	–	–	–	–	245	56	7.40	5.01	5.74	–	❄				★	6	D/P
Cayenne S (Petrol)	118.50**	116.34**	121.73**	NA	120.61**	–	–	–	–	–	–	–	–	414	56.1	–	–	–	–	❄				★	6	D/P
Cayenne S (Diesel)	121.00**	118.80**	124.30**	NA	123.15**	–	–	–	–	–	–	–	–	380	86	–	–	–	–	❄				★	6	D/P
Cayenne Turbo (Petrol)	178.00**	174.76**	182.85**	NA	181.16*	–	–	–	–	–	–	–	–	513	71	–	–	–	–	❄				★	6	D/P
LAND ROVER DISCOVERY 4	Doors 5 Seats 7 Engine/Drive Front/Four Length 4835mm Width 2190mm Height NA Ground Clearance 185mm Boot NA Tank NA Kerb Weight 2718kg																									
3.0 V6 SE (Diesel)	128.35	88.52	84.87	91.02	94.52	–	–	–	195995	6.5	9.5	–	–	244	61.2	–	–	–	–	❄				★	6	D/P
3.0 V6 HSE (Diesel)	138.29	95.99	89.62	96.15	99.86	–	–	–	212274	6.5	9.5	–	–	244	61.2	–	–	–	–	❄				★	6	D/P
MERCEDES GL-CLASS	Doors 5 Seats 7 Engine/Drive Front/Four Length 5099mm Width 1920mm Height 1840mm Ground Clearance 307mm Boot 300/2300 Tank 100 litres Kerb Weight 2175kg																									
GL350 CDI (Diesel)	89.79	94.13	89.52	95.31	99.07	47.0	–	–	–	6.5	10.5	11.61	850	255	63.1	8.91	5.49	7.40	220	❄				★	6	D/P
GL63 AMG (Petrol)	197.30	226.14	201.32	216.23	274.92	–	–	–	–	–	–	–	–	550	77.4	5.34	–	–	250	❄				★	6	D/P
MERCEDES G-CLASS	Doors 5 Seats 5 Engine/Drive Front/Four Length 4662mm Width 2007mm Height 1931mm Ground Clearance NA Boot NA Tank 96 litres Kerb Weight 2580kg																									
G63 AMG (Petrol)	215.28	244.77	220.30	242.86	250.10	–	–	–	–	–	–	–	–	536	77.5	–	–	–	–	❄				★	6	D/P
TOYOTA LAND CRUISER LC200	Doors 5 Seats 8 Engine/Drive Rear/Four Length 4950mm Width 1970mm Height 1910mm Ground Clearance 225mm Boot NA Tank 93 litres Kerb Weight 2720kg																									
200 Premium (Diesel)	136.26	151.85	120.00	119.00	124.30	–	–	–	361885	5.3	8.5	9.65	641	285	66	13.10	6.83	9.12	–	❄				★	10	D/P
MERCEDES M-CLASS	Doors 5 Seats 5 Engine/Drive Front/Four Length 4804mm Width 1926mm Height 1796mm Ground Clearance NA Boot 690 litres Tank 70 litres Kerb Weight 2175kg																									
ML250 CDI (Diesel)	65.74	68.98	65.56	69.65	72.49	–	–	–	179725	–	–	15.26	–	203	51	–	–	–	–	❄				★	9	D/P
ML350 CDI (Diesel)	78.74	82.58	78.39	83.47	86.86	–	–	–	219103	7	10.9	–	626	255	63.2	7.58	5.03	6.08	224	❄				★	9	D/P
ML63 AMG (Diesel)	169.10	192.35	171.11	183.83	191.23	–	–	–	–	–	–	–	–	550	77.4	5.14	3.14	3.98	250	❄				★	9	D/P
AUDI Q7	Doors 5 Seats 7 Engine/Drive Front/Four Length 5089mm Width 2177mm Height 1737mm Ground Clearance NA Boot 775/2035 Tank 72 litres Kerb Weight 2512kg																									
35TDI Premium (Diesel)	72.54	81.39	75.17	NA	NA	–	–	–	–	5.5	9.1	12.0	525	240	56	10.6	6.36	7.42	216	❄				★	8	D/P
35TDI Premium Plus (Diesel)	78.85	88.02	81.38	NA	NA	–	–	–	–	5.5	9.1	12.0	525	240	56	10.6	6.36	7.42	216	❄				★	8	D/P
35TDI Technology (Diesel)	90.18	100.26	NA	NA	NA	–	–	–	–	5.5	9.1	12.0	525	240	56	10.6	6.36	7.42	216	❄				★	8	D/P
BMW X5	Doors 4 Seats 5 Engine/Drive Front/Four Length 4886mm Width 1938mm Height 1762mm Ground Clearance 209mm Boot 570/1450 Tank 85 litres Kerb Weight NA																									
xDrive30d Expedition (Diesel)	80.10	85.15	77.79	80.28	83.37	–	–	–	–	–	–	–	–	255	57.1	–	–	–	–	❄				★	6	D/P
xDrive30d Design Pure (Diesel)	86.51	92.02	84.09	87.54	89.68	–	–	–	–	–	–	15.3	–	255	57.1	7.05	4.54	5.61	–	❄				★	6	D/P
RANGE ROVER SPORT	Doors 5 Seats 5 Engine/Drive Front/Four Length 4850mm Width 1983mm Height 1780mm Ground Clearance 227mm Boot 280/2558 litres Tank NA Kerb Weight 2572-2675kg																									
3.0 V6 S (Diesel)	134.01	150.57	NA	134.41	NA	–	–	–	–	–	–	–	–	288	61.2	–	–	–	–	❄				★	8	D/P
3.0 V6 SE (Diesel)	152.51	170.98	NA	152.24	NA	–	–	–	–	–	–	–	–	288	61.2	–	–	–	–	❄				★	8	D/P
3.0 V6 HSE (Diesel)	174.76	196.38	95.68	175.08	NA	–	–	–	–	–	–	–	–	288	61.2	–	–	–	–	❄				★	8	D/P
5.0 V8 SC Autobiography (Petrol)	198.10	226.56	NA	201.71	NA	–	–	–	–	–	–	–	–	503	63.7	–	–	–	–	❄				★	8	D/P
5.0 V8 SC SVR (Petrol)	175.00**	175.00**	NA	NA	NA	–	–	–	–	–	–	–	–	503	69.3	–	–	–	–	❄				★	8	D/P
RANGE ROVER	Doors 5 Seats 5 Engine/Drive Front/Four Length 4972mm Width 2034mm Height 1877mm Ground Clearance 275mm Boot 535 litres Tank NA Kerb Weight 2687-2717kg																									
3.0 TDV6 HSE (Diesel)	183.56	222.62	NA	220.92	NA	–	–	–	–	–	–	–	–	244	61.2	7.90	4.86	5.90	–	❄				★	10	D/P
3.0 TDV6 Vogue (Diesel)	251.65	253.21	NA	251.16	NA	–	–	–	–	–	–	–	–	244	61.2	7.90	4.86	5.90	–	❄				★	10	D/P
4.4 SDV8 SE (Diesel)	295.14	302.40	239.51	299.46	NA	–	–	–	–	–	–	–	–	334	75.4	8.20	5.17	6.13	–	❄				★	10	D/P
4.4 SDV8 Autobiography (Diesel)	307.46	312.66	NA	308.05	NA	–	–	–	–	–	–	–	–	334	75.4	8.20	5.17	6.13	–	❄				★	10	D/P
5.0 V8 Supercharged (Petrol)	309.40	322.06	243.36	317.33	NA	–	–	–	–	–	–	–	–	503	63.7	–	–	–	–	❄				★	10	D/P
VOLVO XC90	Doors 5 Seats 5 Engine/Drive Front/Four Length 4950mm Width 2140mm Height 1775mm Ground Clearance 238mm Boot NA Tank 71 litres Kerb Weight 2182kg																									
D5 Momentum (Diesel)	75.00	64.90**	NA	NA	NA	–	–	–	–	–	–	–	–	222	48	–	–	–	230	❄				★	8	D/P
D5 Inscription (Diesel)	89.00	77.90**	NA	NA	NA	–	–	–	–	–	–	–	–	222	48	–	–	–	230	❄				★	8	D/P
BMW X6	Doors 4 Seats 5 Engine/Drive Front/Four Length 4909mm Width 1989mm Height 1702mm Ground Clearance 212mm Boot 580 Tank NA Kerb Weight 2180kg																									
xDrive40d M Sport (Diesel)	115.00**	120.00**	113.00**	118.00**	148.88	–	–	–	–	–	–	–	–	308	64.2	–	–	–	–	❄				★	8	D/P

PERFORMANCE CARS

LAMBORGHINI AVENTADOR	Doors 2 Seats 2 Engine/Drive Front/Four Length 4780mm Width 2030mm Height 1136mm Ground Clearance NA Boot NA Tank 90 litres Kerb Weight 1575kg																									
LP700-4 (Petrol)	375.00**	483.73**	NA	NA	NA	–	–	–	–	3.6	8.8	–	558	691	70.3	3.28	3.57	4.22	350	❄				★	6	D/P
LP700-4 Roadster (Petrol)	655.00**	660.00**	NA	NA	NA	–	–	–	–	3.6	8.8	–	558	691	70.3	3.28	3.57	4.22	350	❄				★	6	D/P

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
X3																
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	No
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	No
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
XC60																
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	No
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	No
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	No
MACAN																
●	●	●	N/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	N/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
CAYENNE																
●	●	●	N/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	–	Yes
DISCOVERY																
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
GL-CLASS																
●	●	●	N/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	N/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
G-CLASS																
●	●	●	–	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
LAND CRUISER LC200																
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Ex	Yes	●	Yes	Ex/Yes	●	O	Yes
M-CLASS																
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
Q7																
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	No
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	No
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	No
X5																
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
RANGE ROVER SPORT																
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
RANGE ROVER																
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
XC90																
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	–	●	Yes
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	–	●	Yes
X6																
●	●	●	Y/Y	●	Yes	Yes	Y/Y	Yes	Re	Yes	●	Yes	El/Yes	●	●	Yes
AVENTADOR																
●	●	●	Y/Y	–	–	–	Y/Y	–	In	–	–	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	–	–	–	Y/Y	–	In	–	–	Yes	El/Yes	●	●	Yes

JAGUAR F-TYPE ★★★★★

You'll like Beautifully crafted, pliant ride, spacious cabin. **You won't** Expensive. **We say** A sportscar that has the right blend of attributes for Indian conditions. **Buy** V8.

ASTON MARTIN VANTAGE V8 ★★★★★

You'll like Characterful engine, handling, interior quality. **You won't** Patchy ride, numb steering. **We say** The Vantage really scores with its look and classy aura. **Buy** V8 Roadster

PORSCHE BOXSTER ★★★★★

You'll like Brilliant handling, build quality, everyday usability. **You won't** Small boot. **We say** The best roadster around. **Buy** Boxster S.

AUDI TT ★★★★★

You'll like User friendly, supple ride, cabin quality. **You won't** Steering feels numb, significantly pricier. **We say** Nicer to drive, performance is usable in our conditions. **Buy** TT.

PORSCHE 911 ★★★★★

You'll like Driving dynamics, performance. **You won't** Expensive, Cabriolet not as pretty as the Coupe. **We say** Quite the super-sports car. **Buy** Carrera S.

LAMBORGHINI HURACAN ★★★★★

You'll like Monumental performance, surprisingly useable. **You won't** Handling could be better. **We say** Thoroughly modern supercar that's brutally quick. **Buy** Huracan.

ROLLS-ROYCE PHANTOM ★★★★★

You'll like Sheer class, more agile than size suggests. **You won't** Exorbitant price, unadjustable rear seats. **We say** Drives better than it looks. Unusual rear-hinged side doors. **Buy** Phantom.

FERRARI 458 SPECIALE ★★★★★

You'll like Incredible handling, extravagant performance. **You won't** Not quite the last word in outright supercar pace. **We say** Possibly the most exciting and uncompromising drivers car. **Buy** 458 Speciale.

FERRARI 458 SPIDER ★★★★★

You'll like Terrific steering response, cornering ability. **You won't** Clatters over undulation. **We say** The compromise of the covertible is minimal. **Buy** 458 Spider.

FERRARI 458 GTB ★★★★★

You'll like Extremely communicative steering. **You won't** Just a wee bit less exciting than the earlier one. **We say** The most docile handling mid-engined cars driven. **Buy** 458 GTB.

MODEL BY MODEL PERFORMANCE CARS TO SUPER CARS

KEY TO VERDICT
★★★★★ Outstanding
★★★★★ Very good
★★★★★ Good
★★★★★ Reasonable
★★★★★ Poor

** indicates Ex-showroom price
O indicates Optional Indian Driving Cycle figures as per ARAI standards

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
FERRARI 458 SPECIALE	Doors 2 Seats 2 Engine/Drive Front/Four Length 4571mm Width 1951mm Height 1203mm Ground Clearance NA Boot NA Tank 86 litres Kerb Weight 1395kg																									
458 Speciale (Petrol)	NA	425.00**	NA	NA	NA	–	–	–	–	–	–	–	–	597	55	–	–	–	–	✻	■	✓	✓	■	6	D/P
FERRARI 458 SPIDER	Doors 2 Seats 2 Engine/Drive Front/Four Length 4527mm Width 1937mm Height 1211mm Ground Clearance NA Boot NA Tank 86 litres Kerb Weight 1535kg																									
458 Spider (Petrol)	NA	407.00**	NA	NA	NA	–	–	–	–	–	–	–	–	562	55	–	–	–	–	✻	■	✓	✓	■	6	D/P
FERRARI 488 GTB	Doors 2 Seats 2 Engine/Drive Front/Four Length 4568mm Width 1952mm Height 1213mm Ground Clearance NA Boot NA Tank 78 litres Kerb Weight 1475kg																									
488 GTB (Petrol)	NA	384.00**	NA	NA	NA	–	–	–	–	–	–	–	–	660	77.5	–	–	–	–	✻	■	✓	✓	■	6	D/P
FERRARI CALIFORNIA T	Doors 2 Seats 2 Engine/Drive Front/Four Length 4569mm Width 1910mm Height 1320mm Ground Clearance NA Boot NA Tank 78 litres Kerb Weight 1729kg																									
California T (Petrol)	NA	330.00**	NA	NA	NA	–	–	–	–	–	–	–	–	552	77	–	–	–	–	✻	■	✓	✓	■	6	D/P
FERRARI F12BERLINETTA	Doors 2 Seats 2 Engine/Drive Front/Four Length 4618mm Width 1942mm Height 1273mm Ground Clearance NA Boot NA Tank 92 litres Kerb Weight 1630kg																									
F12berlinetta (Petrol)	NA	472.00**	NA	NA	NA	–	–	–	–	–	–	–	–	731	70	–	–	–	–	✻	■	✓	✓	■	6	D/P
LAMBORGHINI HURACAN	Doors 2 Seats 2 Engine/Drive Front/Four Length 4459mm Width 1924mm Height 1165mm Ground Clearance NA Boot NA Tank 80 litres Kerb Weight 1422kg																									
LP610-4 (Petrol)	343.00**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	602	57.1	3.2**	–	–	325	✻	■	✓	✓	■	6	D/P
PORSCHE BOXSTER	Doors 2 Seats 2 Engine/Drive Mid/Rear Length 4342mm Width 1801mm Height 1292mm Ground Clearance 95mm Boot 150/– Tank 64 litres Kerb Weight 1385kg																									
Boxster S (Petrol)	102.00**	100.14**	104.78**	NA	103.81**	–	–	–	–	–	–	–	–	315	36.7	–	–	–	–	✻	■	✓	✓	■	6	D/P
Boxster GTS (Petrol)	115.00**	112.90**	118.13**	NA	117.04**	–	–	–	–	–	–	–	–	326	37.7	–	–	–	–	✻	■	✓	✓	■	6	D/P
JAGUAR F-TYPE	Doors 2 Seats 2 Engine/Drive Front/Rear Length 4470mm Width 1923mm Height 1308-1319mm Ground Clearance NA Boot NA Tank 72 litres Kerb Weight 1614-1665kg																									
F-type Coupe (Petrol)	142.10	127.37**	NA	NA	NA	–	–	–	–	–	–	–	–	335	45.9	–	–	–	–	✻	■	✓	✓	■	6	D/P
F-type S Coupe (Petrol)	156.14	223.97	NA	148.44	NA	–	–	–	–	–	–	–	–	374	46.9	–	–	–	–	✻	■	✓	✓	■	6	D/P
F-type R Coupe (Petrol)	212.45	244.05	NA	NA	NA	–	–	–	–	–	–	–	–	542	69.3	–	–	–	–	✻	■	✓	✓	■	6	D/P
F-type V6 S Convertible (Petrol)	173.41	190.49	NA	181.10	NA	–	–	–	–	–	–	–	–	374	46.9	–	–	–	–	✻	■	✓	✓	■	6	D/P
F-type V8 S Convertible (Petrol)	197.29	223.97	NA	212.86	NA	–	–	–	–	–	–	–	–	488	63.7	–	–	–	–	✻	■	✓	✓	■	6	D/P
PORSCHE CAYMAN	Doors 2 Seats 2 Engine/Drive Mid/Rear Length 4347mm Width 1801mm Height 1304mm Ground Clearance NA Boot NA Tank 64 litres Kerb Weight 1340kg																									
Cayman S (Petrol)	104.50**	102.60**	107.35**	NA	106.36**	–	–	–	–	–	–	–	–	325	37.7	–	–	–	–	✻	■	✓	✓	■	6	D/P
Cayman GTS (Petrol)	117.50**	115.36**	120.70**	NA	119.59**	–	–	–	–	–	–	–	–	335	38.7	–	–	–	–	✻	■	✓	✓	■	6	D/P
PORSCHE 911	Doors 2 Seats 4 Engine/Drive Rear/Rear Length 4427mm Width 1808mm Height 1300-1310mm Ground Clearance NA Boot NA Tank 64 litres Kerb Weight 1420-1520kg																									
Carrera (Petrol)	138.00**	135.49**	141.76**	NA	140.45**	–	–	–	–	–	–	–	–	350	39.7	–	–	–	–	✻	■	✓	✓	■	6	D/P
Carrera S (Petrol)	158.50**	155.61**	162.82**	NA	161.32**	–	–	–	–	–	–	–	–	400	44.8	–	–	–	–	✻	■	✓	✓	■	6	D/P
Carrera Cabriolet (Petrol)	151.00**	148.25**	155.12**	NA	153.68**	–	–	–	–	–	–	–	–	350	39.7	–	–	–	–	✻	■	✓	✓	■	6	D/P
Carrera S Cabriolet (Petrol)	171.00**	167.88**	175.66**	NA	174.04**	–	–	–	–	–	–	–	–	400	44.8	4.49	3.30	3.80	–	✻	■	✓	✓	■	6	D/P
Carrera 4 (Petrol)	148.63**	145.30**	152.03**	NA	150.63**	–	–	–	–	–	–	–	–	350	39.7	–	–	–	–	✻	■	✓	✓	■	6	D/P
Carrera 4 Cabriolet (Petrol)	161.00**	158.07**	165.39**	NA	163.86**	–	–	–	–	–	–	–	–	350	39.7	–	–	–	–	✻	■	✓	✓	■	6	D/P
Carrera 4S (Petrol)	168.00**	164.94**	172.58**	NA	170.99**	–	–	–	–	–	–	–	–	400	44.9	5.09	3.32	4.00	298	✻	■	✓	✓	■	6	D/P
Carrera 4S Cabriolet (Petrol)	181.00**	177.70**	185.93**	NA	184.22**	–	–	–	–	–	–	–	–	400	44.8	–	–	–	–	✻	■	✓	✓	■	6	D/P
Targa 4 (Petrol)	159.00**	156.10**	163.33**	NA	161.83**	–	–	–	–	–	–	–	–	350	39.7	–	–	–	–	✻	■	✓	✓	■	6	D/P
Targa 4S (Petrol)	178.50**	175.25**	183.37**	NA	181.67**	–	–	–	–	–	–	–	–	400	44.8	–	–	–	–	✻	■	✓	✓	■	6	D/P
911 GT3 (Petrol)	201.00**	197.34**	206.48**	NA	204.57**	–	–	–	–	–	–	–	–	475	44.8	–	–	–	–	✻	■	✓	✓	■	6	D/P
911 Turbo (Petrol)	214.00**	210.10**	219.83**	NA	217.80**	–	–	–	–	–	–	–	–	520	67.3	–	–	–	–	✻	■	✓	✓	■	6	D/P
911 Turbo S (Petrol)	257.00**	252.32**	264.01**	NA	261.57**	–	–	–	–	–	–	–	–	560	71.4	–	–	–	–	✻	■	✓	✓	■	6	D/P
911 Turbo Cabriolet (Petrol)	257.00**	223.85**	234.22**	NA	232.05**	–	–	–	–	–	–	–	–	520	67.3	–	–	–	–	✻	■	✓	✓	■	6	D/P
911 Turbo S Cabriolet (Petrol)	228.00**	267.04**	279.41**	NA	276.84**	–	–	–	–	–	–	–	–	560	71.4	–	–	–	–	✻	■	✓	✓	■	6	D/P
AUDI RS 5	Doors 2 Seats 4 Engine/Drive Front/Four Length 4649mm Width 1860mm Height 1366mm Ground Clearance NA Boot 455 litres Tank 64 litres Kerb Weight 1725kg																									
RS 5 Coupe (Petrol)	125.05	96.90**	NA	NA	NA	–	–	–	–	–	–	9.2	–	450	43.8	4.54	3.80	3.73	280	✻	■	✓	✓	■	6	D/P
MERCEDES SLK-CLASS	Doors 2 Seats 2 Engine/Drive Front/Rear Length 4146mm Width 2006mm Height 1300mm Ground Clearance NA Boot 335/– Tank 70 litres Kerb Weight 1610kg																									
SLK 350 (Petrol)	84.48	98.27	86.17	100.80	95.89	–	–	–	–	–	–	–	–	305	37	6.48	3.88	5.03	250	✻	■	✓	✓	■	6	D/P
SLK 55 AMG (Petrol)	142.13	161.74	143.98	154.49	160.71	75.0	–	–	–	–	–	–	–	416	55	–	–	–	–	✻	■	✓	✓	■	6	D/P
AUDI TT	Doors 2 Seats 4 Engine/Drive Front/Four Length 4177mm Width 1832mm Height 1353mm Ground Clearance NA Boot NA Tank 55 litres Kerb Weight 1410kg																									
TT (Petrol)	60.34	82.00	69.63	NA	NA	–	–	–	–	–	–	–	–	227	37.7	–	–	–	–	✻	■	✓	✓	■	4	D/P
JAGUAR XK	Doors 2 Seats 2 Engine/Drive Front/Four Length 4794mm Width 1892mm Height 1312-1329mm Ground Clearance NA Boot - Tank 71 litres Kerb Weight 1753-1800 kg																									
XKR Coupe (Petrol)	145.03	153.06	135.06	146.20	NA	–	–	–	203853	–	–	–	–	503	63.7	–	–	–	–	✻	■	✓	✓	■	6	D/P
XKR Convertible (Petrol)	NA	162.50	135.06	146.20	NA	–	–	–	204215	–	–	–	–	503	63.7	–	–	–	–	✻	■	✓	✓	■	6	D/P
XKR-S (Petrol)	171.06	164.23	165.19	155.15	NA	–	–	–	278048	–	–	–	–	549	69.3	–	–	–	–	✻	■	✓	✓	■	6	D/P
BMW Z4	Doors 3 Seats 2 Engine/Drive Front/Rear Length 4239mm Width 1790mm Height 1291mm Ground Clearance NA Boot -/- Tank 55 litres Kerb Weight 1525kg																									
sDrive35i Prestige (Petrol)	84.96	70.90**	84.53	87.39	90.81	–	–	–	–	–	–	–	–	302	40.8	6.18	4.13	4.43	250	✻	■/■	✓	✓	■	6	D/P
sDrive35i Design Pure (Petrol)	86.08	71.90**	85.60	88.60	92.07	–	–	–	–	–	–	–	–	302	40.8	6.18	4.13	4.43	250	✻	■/■	✓	✓	■	6	D/P

SUPER CARS

ASTON MARTIN VANTAGE V8	Doors 2 Seats 2 Engine/Drive Front/Four Length 4380mm Width 1865mm Height 1255mm Ground Clearance NA Boot – Tank 80 litres Kerb Weight 1630kg																									
Vantage V8 (Petrol)	NA	280.00**	NA	NA	NA	–	–	–	–	–	–	–	–	420	48	–	–	–	–	✻	■	✓	✓	■	6	D/P
Vantage V8 S (Petrol)	NA	320.00**	NA	NA	NA	88.0	–	–	–	–	–	–	–	430	50	–	–	–	–	✻	■	✓	✓	■	6	D/P
ASTON MARTIN VANTAGE S V12	Doors 2 Seats 2 Engine/Drive Front/Four Length 4380mm Width 1865mm Height 1241mm Ground Clearance NA Boot – Tank 80 litres Kerb Weight 1680kg																									
Vantage V12 S Coupe (Petrol)	NA	385.00**	NA	NA	NA	94.0	–	–	–	–	–	–	–	565	63.2	–	–	–	–	✻	■	✓	✓	■	6	D/P

Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
458 SPECIALE																
●	●	●	Y/Y	–	–	–	Y/Y	–	In	–	–	Yes	El/Yes	●	●	Yes
SPIDER																
●	●	●	Y/Y	–	–	–	Y/Y	–	In	–	–	Yes	El/Yes	●	●	Yes
488 GTB																
●	●	●	Y/Y	–	–	–	Y/Y	–	In	–	–	Yes	El/Yes	●	●	Yes
CALIFORNIA T																
●	●	●	Y/Y	–	–	–	Y/Y	–	In	–	–	Yes	El/Yes	●	●	Yes
F12BERLINETTA																
●	●	●	Y/Y	–	–	–	Y/Y	–	In	–	–	Yes	El/Yes	●	●	Yes
HURACAN																
●	●	●	Y/Y	–	–	–	Y/Y	–	In	–	–	Yes	El/Yes	●	–	Yes
BOXSTER																
●	●	●	Y/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	Y/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
F-TYPE																
●	●	●	Y/Y	–	No	Yes	Y/Y	No	Ex	Yes	–	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	–	No	Yes	Y/Y	No	Ex	Yes	–	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	–	No	Yes	Y/Y	No	Ex	Yes	–	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	–	No	Yes	Y/Y	No	Ex	Yes	–	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	–	No	Yes	Y/Y	No	Ex	Yes	–	Yes	El/Yes	●	●	Yes
CAYMAN																
●	●	●	Y/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	Y/Y	–	No	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
911																
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
●	●	●	N/Y	–	Yes	Yes	Y/Y	No	In	Yes	–	Yes	El/Yes	●	–	Yes
RS 5																
●	●	●	Y/Y	–	Yes	Yes	Y/Y	No	Re	Yes	●	Yes	El/Yes	●	●	Yes
SLK-CLASS																
●	●	●	Y/Y	–	–	Yes	Y/Y	–	Re	Yes	–	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	–	–	Yes	Y/Y	–	Re	Yes	–	Yes	El/Yes	●	●	Yes
TT																
●	●	●	Y/Y	–	Yes	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes	●	●	Yes
XK																
●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
Z4																
●	●	●	Y/Y	–	No	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes	●	●	Yes
●	●	●	Y/Y	–	No	Yes	Y/Y	No	Re	Yes	–	Yes	El/Yes	●	●	Yes
VANTAGE V8																
●	●	●	Y/Y	–	–	Yes	Y/Y	–	Re	Yes	–	Yes	El/Yes	●	●	No
●	●	●	Y/Y	–	–	Yes	Y/Y	–	Re	Yes	–	Yes	El/Yes	●	●	No
VANTAGE S V12																
●	●	●	Y/Y	–	–	Yes	Y/Y	–	Re	Yes	–	Yes	El/Yes	●	●	No

FERRARI CALIFORNIA T ★★★★★

You'll like Makes for a fine grand tourer. **You won't** Fairly quiet engine, noticeable lag. **We say** Ultimately the California T can hold its own against anything that's meant to do a similar job. **Buy** California T.

FERRARI F12BERLINETTA ★★★★★

You'll like Titanic engine and performance. **You won't** Overly sharp steering. **We say** Thrilling in every way that a front engined V12 Ferrari should be. **Buy** F12berlinetta.

PORSCHE CAYMAN ★★★★★

You'll like Handling, grip and balance, 911-like performance. **You won't** Optional extras not part of standard kit. **We say** The most practical Porsche sportscar around. **Buy** Cayman S.

AUDI R8 ★★★★★

You'll like Mind-blowing performance, everyday usability. **You won't** Very expensive, high running costs. **We say** A no-nonsense supercar that is very usable too. **Buy** 4.2.

RR GHOST SERIES II ★★★★★

You'll like Comfortable ride, waftability like no other. **You won't** Exhorbitant price. **We say** The baby of the family, but every bit a Rolls-Royce. **Buy** Ghost Series II.

ROLLS-ROYCE WRAITH ★★★★★

You'll like Interiors, visibility. **You won't** Slight body movement over uneven patches. **We say** The new Rolls-Royce Wraith is exactly what a Rolls coupe should be - smooth, swift and refined. **Buy** Wraith.

ASTON MARTIN RAPIDE S ★★★★★

You'll like Eccentric charm, delectable performance and refinement blend. **You won't** Second row practicality. **We say** Brilliantly accomplished four-door GT. **Buy** Rapide S.

BENTLEY FLYING SPUR ★★★★★

You'll like Driving pleasure, build quality, performance. **You won't** Some cheap bits in the cabin, price. **We say** Supremely powerful and luxurious but at a very hefty price. **Buy** Flying Spur.

ASTON MARTIN VANTAGE S V12 ★★★★★

You'll like Serious drivers car, firm ride. **You won't** Expensive. **We say** The V12 Vantage are seriously for those who can afford such a price tag. **Buy** V12 Coupe

BENTLEY MULSANNE ★★★★★

You'll like Road manners, performance. **You won't** Price. **We say** Mulsanne has a formal yet sporty air about it. **Buy** V8 petrol.

MODEL BY MODEL SUPER CARS TO ELECTRIC/HYBRID

KEY TO VERDICT
★★★★★ Outstanding
★★★★★ Very good
★★★★★ Good
★★★★★ Reasonable
★★★★★ Poor

** indicates Ex-showroom price
O indicates Optional Indian Driving Cycle figures as per ARAI standards

MODEL DETAILS	PRICE (ON-ROAD)					RUNNING COSTS				PERFORMANCE										EQUIPMENT cost options in blue						
	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Retained value @ 3 years/50,000km	Service costs over 3 years/30,000km	Cost per kilometre (Rs)	Annual Insurance (Rs)	City (Average kpl)	Highway (Average kpl)	Indian Driving Cycle *	Tank range km	Power bhp	Pulling power/Torque kgm	0-100 kph	20-80 kph in 3rd	40-100 kph in 4th	Max speed kph	AC/climate control	Electric windows R/F	Steering adjust (Tilt/Tele)	Central locking/ Remote locking	Leather	Airbags	Front Seats Height Adjust (Driver/ Passenger)
ASTON MARTIN DB9	Doors 2 Seats 4 Engine/Drive Front/Four Length 4710mm Width 1875mm Height 1300mm Ground Clearance NA Boot – Tank 80 litres Kerb Weight 1760kg																									
DB9 (Petrol)	NA	420.00**	NA	NA	NA	–	–	–	–	–	–	–	–	510	62	–	–	–	–	❄				★	6	D/P
ASTON MARTIN RAPIDE S	Doors 4 Seats 4 Engine/Drive Front/Four Length 5020mm Width 2140mm Height 1350mm Ground Clearance NA Boot – Tank 90.5 litres Kerb Weight 1990kg																									
Rapide S (Petrol)	NA	450.00**	NA	NA	NA	–	–	–	–	–	–	–	–	550	63	–	–	–	–	❄				★	8	D/P
ASTON MARTIN VANQUISH	Doors 2 Seats 2 Engine/Drive Front/Four Length 4380mm Width 1865mm Height 1241mm Ground Clearance NA Boot – Tank 80 litres Kerb Weight 1680kg																									
Vanquish (Petrol)	NA	550.00**	NA	NA	NA	–	–	–	–	–	–	–	–	565	63.2	–	–	–	–	❄				★	6	D/P
BENTLEY MULSANNE	Doors 4 Seats 4 Engine/Drive Front/Four Length 5575mm Width 1926mm Height 1521mm Ground Clearance NA Boot NA Tank 90 litres Kerb Weight NA																									
Mulsanne (Petrol)	576.84**	322.00**	NA	NA	NA	157.5	–	–	–	–	–	–	–	505	104	5.3	–	–	296	❄				★	8	D/P
BENTLEY FLYING SPUR	Doors 4 Seats 5 Engine/Drive Front/Four Length 5295mm Width 1976mm Height 1488mm Ground Clearance NA Boot NA Tank 100 litres Kerb Weight 2475kg																									
Flying Spur V8 (Petrol)	310.00**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	500	67.3	–	–	–	–	❄				★	8	D/P
Flying Spur W12 (Petrol)	322.93**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	616	81.6	–	–	–	–	❄				★	8	D/P
BENTLEY CONTINENTAL	Doors 2 Seats 4 Engine/Drive Front/Four Length 4806mm Width 1943mm Height 1404mm Ground Clearance NA Boot NA Tank 90 litres Kerb Weight 2320kg																									
GT (Petrol)	339.62**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	567	71.4	–	–	–	–	❄				★	8	D/P
GT V8 (Petrol)	301.63**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	500	67.3	–	–	–	–	❄				★	8	D/P
GT Speed (Petrol)	373.37**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	616	81.6	–	–	–	–	❄				★	8	D/P
GT V8 S (Petrol)	350.00**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	521	69.3	–	–	–	–	❄				★	8	D/P
GTC (Petrol)	372.69**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	567	71.4	–	–	–	–	❄				★	8	D/P
GTC V8 (Petrol)	334.77**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	500	67.3	–	–	–	–	❄				★	8	D/P
GTC Speed (Petrol)	410.75**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	616	81.6	–	–	–	–	❄				★	8	D/P
GTC V8 S (Petrol)	390.00**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	521	69.3	–	–	–	–	❄				★	8	D/P
BUGATTI VEYRON	Doors 2 Seats 2 Engine/Drive Front/Four Length 4462mm Width 1998mm Height 1204mm Ground Clearance NA Boot -/- Tank 100 litres Kerb Weight 1888kg																									
Veyron Grand Sport (Petrol)	1608.00**	NA	NA	NA	NA	–	–	–	–	–	–	–	–	1001	127	–	–	–	–	❄				★	6	D/P
ROLLS-ROYCE GHOST SERIES II	Doors 4 Seats 5 Engine/Drive Front/Rear Length 5399mm Width 1978mm Height 1550mm Ground Clearance NA Boot NA Tank 80-100 litres Kerb Weight 2940kg																									
Ghost Series II SWB (Petrol)	430.00**	450.00**	NA	NA	NA	–	–	–	–	–	–	–	–	563	79.5	4.7	–	–	–	❄				★	8	D/P
Ghost Series II EWB (Petrol)	490.00**	493.00**	NA	NA	NA	–	–	–	–	–	–	–	–	563	79.5	5.0	–	–	–	❄				★	8	D/P
ROLLS-ROYCE PHANTOM	Doors 4 Seats 5 Engine/Drive Front/Rear Length 5609-5834mm Width 1987-1990mm Height 1581-1592mm Ground Clearance NA Boot NA Tank 80-100 litres																									
Phantom (Petrol)	640.00**	646.00**	NA	NA	NA	176.0	–	–	–	–	–	–	–	453	73.4	–	–	–	–	❄				★	8	D/P
Phantom EWB (Petrol)	750.00**	754.00**	NA	NA	NA	–	–	–	–	–	–	–	–	453	73.4	–	–	–	–	❄				★	8	D/P
Drophead Coupe (Petrol)	745.00**	750.00**	NA	NA	NA	212.0	–	–	–	–	–	–	–	453	73.4	–	–	–	–	❄				★	8	D/P
Coupe (Petrol)	698.00**	700.01**	NA	NA	NA	–	–	–	–	–	–	–	–	453	73.4	–	–	–	–	❄				★	8	D/P
ROLLS-ROYCE WRAITH	Doors 2 Seats 4 Engine/Drive Front/AWD Length 5269mm Width 1947mm Height 1507mm Ground Clearance NA Boot 470 litres Tank 83 litres Kerb Weight 2435kg																									
Wraith (Petrol)	460.00**	470.00**	NA	NA	NA	–	–	–	–	–	–	–	–	624	81.6	–	–	–	–	❄				★	8	D/P
AUDI R8	Doors 2 Seats 2 Engine/Drive Front/Four Length 4440mm Width 2029mm Height 1252mm Ground Clearance NA Boot NA Tank NA Kerb Weight 1620kg																									
R8 V8 Coupe (Petrol)	195.49	157.31**	NA	NA	NA	–	–	–	–	–	–	–	–	423	43	–	–	–	–	❄				★	6	D/P
R8 V10 Coupe (Petrol)	228.14	214.41	NA	NA	NA	–	–	–	–	–	–	–	–	518	54	4.40	3.04	3.04	314	❄				★	6	D/P
R8 V10 Plus Coupe (Petrol)	263.87	213.69**	NA	NA	NA	–	–	–	–	–	–	–	–	541	55	–	–	–	–	❄				★	6	D/P
R8 LMX (Petrol)	NA	297.00**	NA	NA	NA	–	–	–	–	–	–	–	–	562	55	–	–	–	–	❄				★	6	D/P
R8 V10 Spyder (Petrol)	250.34	202.60**	NA	NA	NA	–	–	–	–	–	–	–	–	518	54	–	–	–	–	❄				★	6	D/P

OFF-ROADS

MARUTI GYPSY	Doors 3 Seats 5/8 Engine/Drive Front/Four Length 4010mm Width 1540mm Height 1845-1875mm Ground Clearance 210mm Boot –/– Tank 40 litres Kerb Weight 965-1000kg																									
King ST (Petrol)	6.63	7.29	6.54	7.22	7.33	–	–	–	18443	–	–	11.3	–	81	10.6	16.39	–	–	–	–	–	–	–	–	–	–
King HT (Petrol)	6.97	7.27	6.73	7.39	7.55	–	–	–	19032	–	–	11.3	–	81	10.6	16.39	–	–	–	–	–	–	–	–	–	–
MAHINDRA THAR	Doors 3 Seats 7 Engine/Drive Front/Rear Length 3920mm Width 1726mm Height 1930mm Ground Clearance 200mm Boot – Tank 60 litres Kerb Weight 1750kg																									
4x4 CRDe (Diesel)	8.94	9.21	7.08	8.53	10.04	–	–	–	–	–	–	–	–	106	25.1	17.45	13.41	13.87	138	❄	–	–	–	–	–	–

VAN ENTRY

MARUTI OMNI	Doors 5 Seats 5/8 Engine/Drive Mid/Rear Length 3370mm Width 1410mm Height 1640mm Ground Clearance 165mm Boot NA Tank 36 litres Kerb Weight 785 - 800kg																									
5-seater (Petrol)	2.86	3.18	3.00	3.19	3.26	–	–	–	8144	–	–	16.9	–	35.0	6.1	–	–	–	–	–	–	–	–	–	–	–
8-seater (Petrol)	2.87	3.20	3.02	3.21	3.28	–	–	–	8195	–	–	16.9	–	35.0	6.1	–	–	–	–	–	–	–	–	–	–	–

VAN MEDIUM

MARUTI EECO	Doors 5 Seats 5/7 Engine/Drive Front/Rear Length 3675mm Width 1475mm Height 1800mm Ground Clearance 160mm Boot NA Tank 40 litres Kerb Weight 908-928kg																									
Std 5-seater (Petrol)	3.52	3.88	3.73	3.90	4.12	2.7	–	–	10557	–	–	–	–	73	10.30	–	–	–	–	–	–	–	–	–	–	–
AC 5-seater (Petrol)	3.84	4.22	4.08	4.27	4.49	2.6	–	–	11504	–	–	–	–	73	10.30	–	–	–	–	❄	–	–	–	–	–	–
Std 5-seater (CNG)	4.25	4.51	3.91**	3.92**	3.90**	–	–	–	–	–	–	–	–	73	10.30	–	–	–	–	–	–	–	–	–	–	–
AC 5-seater (CNG)	4.67	4.95	4.27**	4.28**	4.25**	3.3	–	–	14297	–	–	–	–	73	10.30	–	–	–	–	❄	–	–	–	–	–	–
Std 7-seater (Petrol)	3.70	4.07	3.91	4.10	4.19	2.8	–	–	11095	–	–	–	–	73	10.30	–	–	–	–	–	–	–	–	–	–	–

ELECTRIC/HYBRID

TOYOTA PRIUS	Doors 4 Seats 5 Engine/Drive Front/Front Length 4460mm Width 1745mm Height 1510mm Ground Clearance NA Boot – Tank 45 litres Kerb Weight 1390-1395kg																									
Base 1.8 (Hybrid)	43.41	49.26	28.37	29.86	33.68	–	–	–	104281	15.1	18.7	–	–	136	14.48	10.96	6.78	8.80	–	❄				–	7	D
1.8 (Hybrid)	45.34	51.51	29.73	31.32	35.30	–	–	–	111724	15.1	18.7	–	–	136	14.48	10.96	6.78	8.80	–	❄				★	7	D
BMW i8	Doors 2 Seats 2 Engine/Drive Front/Front Length 4689mm Width 1942mm Height 1298mm Ground Clearance NA Boot – Tank 42 litres Kerb Weight 1485kg																									
i8 (Hybrid)	257.36	263.80	257.74	290.00	290.00	–	–	–	–	–	–	47.45	–	231	32.6	–	–	–	–	❄				★	6	D/P
MAHINDRA REVA e2o	Doors 2 Seats 4 Engine/Drive Front/Front Length 3280mm Width 1514mm Height 1560mm Ground Clearance 180mm Boot NA Kerb Weight 830kg																									
T2 (Electric)	5.92**	4.94**	4.94**	NA	5.27	–	–	–	–	75	–	100	–	25.5	5.4	–	–	–	81	❄		–		–	–	–
T2O Quick2Charge (Electric)	6.43**	5.38**	5.38**	NA	5.75	–	–	–	–	75	–	100	–	25.5	5.4	–	–	–	81	❄		–		–	–	–

	Alloy wheels	Traction control	MP3 player	USB/AUX	Split/folding seats	Rear centre armrest	Fog lamps	Tachometer/tripmeter	Rear AC vents	Boot release Remote/Electric/External/Internal	Rear defogger	Rear wash wipe	ABS	Door mirror (Adjust/Electric retract)	Electric stability prog	Parking sensor	Parking camera
DB9																	
	●	●	●	Y/Y	–	–	Yes	Y/Y	–	Re	Yes	–	Yes	El/Yes	●	●	No
RAPIDE S																	
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	No
VANQUISH																	
	●	●	●	Y/Y	–	–	Yes	Y/Y	–	Re	Yes	–	Yes	El/Yes	●	●	No
MULSANNE																	
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
FLYING SPUR																	
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
CONTINENTAL																	
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
VEYRON																	
	●	●	●	Y/Y	–	–	Yes	Y/Y	–	Re	–	–	Yes	El/Yes	●	●	Yes
GHOST SERIES II																	
	●	●	●	N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
	●	●	●	N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
Kerb Weight 2550-2620kg																	**PHANTOM**
	●	●	●	N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
	●	●	●	N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
	●	●	●	N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
	●	●	●	N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
WRAITH																	
	●	●	●	N/Y	–	Yes	Yes	Y/Y	Yes	Re	Yes	–	Yes	El/Yes	●	●	Yes
R8																	
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	No	Re	Yes	●	Yes	El/Yes	●	●	Yes
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	No	Re	Yes	●	Yes	El/Yes	●	●	Yes
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	No	Re	Yes	●	Yes	El/Yes	●	●	Yes
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	No	Re	Yes	●	Yes	El/Yes	●	●	Yes
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	No	Re	Yes	●	Yes	El/Yes	●	●	Yes
GYPSY																	
	–	–	–	–	–	No	No	N/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	N/N	No	Ex	No	–	No	Ex/No	–	–	No
THAR																	
	–	–	–	–	–	No	No	Y/Y	No	Ex	No	–	No	Ex/No	–	–	No
OMNI																	
	–	–	–	–	–	No	No	N/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	N/N	No	Ex	No	–	No	Ex/No	–	–	No
EECO																	
	–	–	–	–	–	No	No	Y/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	Y/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	Y/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	Y/N	No	Ex	No	–	No	Ex/No	–	–	No
	–	–	–	–	–	No	No	Y/N	No	Ex	No	–	No	Ex/No	–	–	No
PRIUS																	
	●	–	●	Y/Y	●	Yes	Yes	Y/Y	No	In	Yes	●	Yes	El/No	–	●	Yes
	●	–	●	Y/Y	●	Yes	Yes	Y/Y	No	In	Yes	●	Yes	El/No	–	●	Yes
i8																	
	●	●	●	Y/Y	–	Yes	Yes	Y/Y	–	Re	Yes	●	Yes	El/Yes	●	●	Yes
e2o																	
	●	–	●	Y/Y	●	–	No	N/N	No	In	Yes	–	No	El/No	–	–	Yes
	●	–	●	Y/Y	●	–	No	N/N	No	In	Yes	–	No	El/No	–	–	Yes

BUGATTI VEYRON ★★★★★

You'll like Monumentally fast, easy to drive. **You won't** Not cheap, hardly inconspicuous. **We say** Could be the last (and best) of a kind. **Buy** Grand Sport.

ASTON MARTIN DB9 ★★★★★

You'll like Looks and detailing, characterful engine, handling balance. **You won't** Terrible ergonomics, six-speed transmission, feeling dated. **We say** The DB9 continues to remain desirable and exciting. **Buy** DB9

ASTON MARTIN VANQUISH ★★★★★

You'll like Feels special, still easy to drive. **You won't** Expensive. **We say** The Vanquish is a match for some much more track-focussed cars. **Buy** Vanquish.

MAHINDRA THAR ★★★★★

You'll like Off-road ability, fun to customise. **You won't** As basic as a spanner, no diff locks. **We say** True-blue off-roader now much cooler. **Buy** CRDe.

MARUTI GYPSY ★★★★★

You'll like Absolutely phenomenal off the road. **You won't** Decidedly less than phenomenal on it. **We say** Only for serious mud-pluggers. **Buy** Gypsy King.

MARUTI OMNI ★★★★★

You'll like Price, utility. **You won't** Crash safety is appalling. **We say** A van trying hard to be a car. **Buy** 5-seater version – it's the cheapest yet.

MARUTI EECO ★★★★★

You'll like Space, value for money. **You won't** Looks. **We say** Excellent value and sensible upgrade from the Omni. **Buy** 5-seater AC.

BMW i8 ★★★★★

You'll like Style, near-silent drive, comfortable. **You won't** Doesn't respond well to being driven hard. **We say** The BMW i8 doesn't quite feel as exciting as it does fast. **Buy** i8.

TOYOTA PRIUS ★★★★★

You'll like Fuel efficiency, user-friendly high tech. **You won't** Exhorbitant price, stiff ride, unprogressive brakes. **We say** At the price, it has to be an emotional buy. **Buy** Top variant.

MAHINDRA REVA ★★★★★

You'll like Low running costs, good urban commuter, eco-friendly. **You won't** Expensive, still not practical. **We say** Now feels more like a normal car but still too expensive and impractical. **Buy** T2.

Trading up

If you are not quite ready to buy a new car, 'trading up' to a better used car could be a smart move

TRADING AN A-STAR FOR A SWIFT

The trade in A 2010 Maruti A-Star ZXi (51,232km)

The trade up A 2011 Swift VXi (43,422km)

The numbers The A-Star was valued at Rs 2.2 lakh and a further Rs 1.3 lakh was added to match the used Swift's price.

What's being traded in?

The A-Star was Maruti's upgraded sub-compact car that came with a modern cabin, mature driving manners and a grown-up demeanour. This particular A-Star is a single-owner, January 2010 registered, ZXi model that has covered 51,232km. It's been maintained exclusively at Maruti authorised workshops and a complete service history is available. While evaluating it, the used-car dealership Auto Alliance found it to be in excellent condition and devoid of any mechanical issues or accident damage. They offered Rs 2.2 lakh for the car.

Why the trade up?

Although the A-Star looks funky, it doesn't score high on performance or cabin space. The 66bhp three-cylinder engine only offers limited performance and space is very tight in the rear. Additionally, the boot is impossibly small, which makes it unsuitable for out-of-town trips.

What's the best upgrade on offer?

They may be kindred spirits under the skin, but the Swift petrol is clearly the more grown up of the two. A larger cabin and boot are obvious, as is the larger size, but what you also get is plenty more performance, loads more stability and a fun-to-drive edge other cars lack. This particular Swift petrol is a September 2011 registered VXi model that has done 43,422km. Also a single-owner car, we managed to beat the dealer down to a price of Rs 3.5 lakh and as a result, had to pay only Rs 1.3 lakh in addition to complete the deal.

What are the things you need to look out for on a used Swift?

With a car this old, it is important to check it thoroughly. We recommend checking if the lower part of the steering makes a peculiar noise when driven over bad roads.

If you need to replace the steering assembly, remember that it will cost around Rs 30,000. We also recommend you get the strut bushes checked as these wear out at around the 40,000km-mark and check the front discs too as the car is getting on a bit in age. Otherwise, the only other thing you need to look out for on the Swift are rattling doorpads and quality of interior plastics.

WHATCAR? says...

The Maruti Swift petrol is one of the most popular buys in the used-car market. It's an ideal option for A-Star owners who wish to trade up to a bigger, more spacious and even more fun-to-drive hatchback. But remember, this car will soon be five years old, so make sure you do your 'shop work before you put your money down.

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